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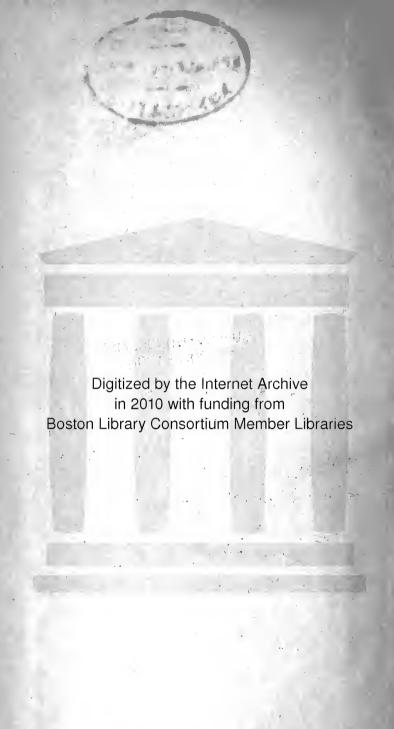
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OF THE

RAILROAD CORPORATIONS

IN

MASSACHUSETTS,

1860.

TOGETHER WITH

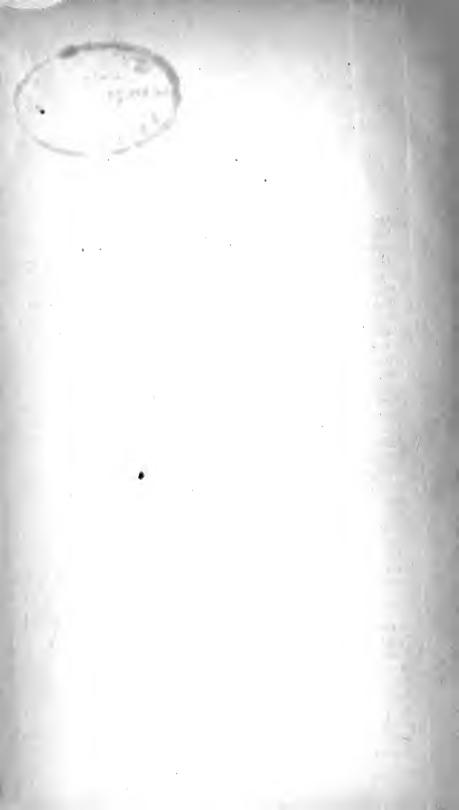
ABSTRACTS OF THE SAME.

PREPARED BY

OLIVER WARNER,

SECRETARY OF THE COMMONWEALTH.

 $$\rm B\ O\ S\ T\ O\ N:$$ WILLIAM WHITE, PRINTER TO THE STATE. $1\ 8\ 6\ 1\ .$



CORPORATIONS FROM WHICH PRINTED RETURNS HAVE BEEN RECEIVED.

RAILROAD COMPANIES.

Agricultural Branch.

Amherst, Belchertown and Palmer.

Berkshire.

Boston, Barre, and Gardner.

Boston and Lowell.

Boston and Maine.

Boston and Providence.

Boston and Worcester.

Cape Cod.

Connecticut River.

Danvers.

Dorchester and Milton Branch.

Eastern.

Easton Branch.

Essex.

Fairhaven Branch.

Fitchburg.

Fitchburg and Worcester.

Hampshire and Hampden.

Hartford and New Haven.

Horn Pond Branch.

Lexington and West Cambridge.

Lowell and Lawrence.

Marlborough and Feltonville.

Medway Branch.

Middleborough and Taunton.

Midland.

Nashua and Lowell.

New Bedford and Taunton.

Newburyport.

New London, Willimantic & Palmer.

New York and Boston, in Massachu-

setts.

Norfolk County, (Trustees of.)

Norwich and Worcester.

Old Colony and Fall River.

Peterborough and Shirley.

Pittsfield and North Adams.

Providence, Warren and Bristol.

Providence and Worcester.

Rockport.

Salem and Lowell.

South Reading Branch.

South Shore.

Stockbridge and Pittsfield.

Stony Brook.

Stoughton Branch.

Taunton Branch.

Troy and Greenfield.

Vermont and Massachusetts.

Western.

West Stockbridge.

Worcester and Nashua.

HORSE RAILROAD COMPANIES.

Boston and Chelsea.

Broadway.

Cambridge.

Cliftondale.

Dorchester Railway.

Dorchester Extension.

Lynn.

Malden and Melrose.

Metropolitan.

Middlesex.

Newton.

Somerville.

Stoneham Street.

Suffolk.

Union Railway.

Waltham and Watertown.

West Cambridge.

West Roxbury.

Winnisimmet.



BAILHOAD CORPOBATIONS.	Amount of Capital Stock.	Capital paid in.	Debt.	Cost of Road and Equipment.	Assets of the Corporation.	Length of Road in miles.	Length of Double Track in miles.	Length of Branches in miles.	Average speed of Passenger Trains, miles per hour.		Total number of miles run.	Number of Passengers carried during the year.	Tone of Freight trans- ported.	Total Income.	Expense of working Road.	Amount of Interest paid.	Net Income.	Per cent. of Dividends.	Amount of Dividends.	Total Surplus.	Patal
ricultural Branch, 1	\$180,000 00	\$202,088 00	\$)8,007 15	\$360,017 08	None.	28.36	_	-		-				815,661 30	-		-	6 per cent.	\$3,600 00	-	-
herst, Belchertown and Palmer,2	85,000 00 600,000 00	85,000 00	5,000 00	-	\$6,300 00	19.56 21.14	-	-	20		18,060	+17,191	10,823	28,864 43	\$22,803 03	\$102 00	\$5,659 40	6 per cent. 7 per cent.	5,100 00 42,000 00	\$2,301 28	-
n and Lowell.	1,830,000 00	1,830,000 00	413,863 50	2,428,592 79	276,603 53	26.75	26.75	1.86	25	10	383,977	705,133	449,285	568,807 01	370,898 71	25,847 02	172,061 31	74 per cent.	137,250 00	358,132 82	5
on and Maine,	4,155,700 00	4,078,974 52	92,720 00	4,271,416 85	389,289 83	74.26	27.79	8.79	24	12	620,863	1,893,185	293,749	990,930 42	515,210 88	None.	475,719 51	8 per cent.	332,856 00	583,732 18	7
n and Providence,	3,160,000 00 4,500,000 00	3,160,000 00 4,500,000 00	162,720 00	3,160,000 00 4,738,441 70	310,118 07 589,125 20	47.00 41.62	26.00 44.62	7.00 24.00	22 25	12 11	374,245 525,954	1,093,394	274,634 352,999	685,830 86 1,045,683 01	325,907 88 546,133 35	10,236 12 None.	349,486 86 439,284 13	8 per cent. 8 per cent.	252.800 00 360,000 00	117,398 07 590,982 43	6
on, Barre and Gardner,	1,000,000 00	None.	47,584 47	4,100,411 10	009,120 20	94.02	14.02	- 4.00	. 20	-	- 020,004	1,001,010	002,000	-	- 040,130 33	None.	- 400,204 10	o per cent.	a60,000 00	580,762 43	2
Cod	600,000 00	681,689 94	179,958 75	1,031,625 15	37,035 03	46.10	-	1.04	23	14	77,522	99,802	44,478	123,386 41	78,025 48	14,287 71	45,360 93	-	-	-	-
ге,	2,250,000 00	2,085,925 00	887,140 00	3,073,855 76	204,611 71	53.65	-		25	10	265,941	72,021	111,208	315,015 48	204,549 05	48,103 64	62,392 79	-		226,216 89	7
eticut River	1,750,000 00	1,591,100 00 05,580 00	320,000 00 160,713 52	1,801,943 80 283,123 84	185,094 79	50.00 9.20	_	2.35	22	12	195,026	320,801	117,460	306,261 68	143,637 78	14,064 77	162,626 90	8 per cent.	127,288 00	75,938 59	1
ester and Milton Branch.	130,000 00	73,340 00	48,255 73	136,789 42	-	3 25			20	-		E - I	- 1		_			_		_	1
rn,	4,150,000 00	2,853,400 00	1,955,500 00	4,450,417 09	358,182 91	44 11	16.00	30.51	22	12	437,286	1,460,653	128,566	719,231 13	352,151 12	110,426 43	367,083 01	-	-	240,407 23	
n Branch,	50,000 00	49,325 00	2,800 00	55,894 27	-	378	-		30	30	4,695	21,114	10,378	6,991 17	2,124 86	261 00	4,602 31	6 per cent.	3,000 00	465 92	-
aven Branch.	700,000 00 300,000 00	209,107 55 232,157 00	477,689 41 275,282 28	747,008 53 400,055 00	95,730 77	19.86 15.11	2.00	1.32	20	12 15	55,946 37,810	54,792 54,676	46,872 15,365	71,877 49 52,987 45	50,001 39 36,969 69	28,710 14 18,027 02	Loss 6,834 04 16,026 76	_	_	-	-
urg,	3.540.000 00	3,540,000 00	None.	3,540,000 00	227.385 91	50.93	50.93	30.93	21	10	337,451	751,830	395,003	663,021 78	360,621 03	Less than rec'd.	302,400 75	6 per cent.	212,400 00	204,614 37	1 7
ourg and Worcester,	275,000 00	217,325 70	59,529 00	333,884 69	-	13.99	-	-	22	10	37,494	51,635	38,153	42,911 24	29,134 87	Not stated.	10,618 86	6 per cent.§	11,370 00	9,177 86	
I Junction R. R. and Depot Company',	077 000 00				-	01.00	-	-	- 001	15	05.004	20.101	10 507	22 245 00	00 107 00	10,100,01		-	-	-	
shire and Hampden,	375,000 00	292,950 90	381,591 70 929,000 00	577,582 72 309,218 18		24 96 5.87	5 87	2.15	$\frac{22\frac{1}{2}}{27}$	12	25,864 29,421	33,481 230,882	18,567 123,322	33,345 68	32,185 38	10,100 04	Loss 17,020 51		_		
Pond Branch?	10,000 00	2,000 00	43,238 46	13,075 52	_	.66	-	-	-	8	540	1 - 1	18,816	-	-	_	_	4 per et. on eost	-	_	
gton and West Cambridge,	241,200 00	241,200 00	,	251,257 75	25,890 00	6.63	-	-	20	14	16,393	124,926	27,628	18,512 10	13,491 55	-	5,050 55	3 per cent.	3,600 00	-	1
I and Lawrence,10	300,000 00 27,500 00	200,000 00	94,916 19	363,158 12	4,226 27	12 35 3 90	-	-	-	-	-	-	- 1	21.796 72 3,571 33	-	5,785 84	15,601 30	6 per cent.	12,000 00 3,300 00	9,310 08 51 33	
orough and Feltonville,"	35,040 00	27,500 00 29,000 00	4.012 22	37,908 75		3.60	1 7	_	-	_	_	_		0,011 00	1 -	1 -	_	12 per cent.	3,500 00	51 33	
nd,11	2,600,000 001		A1,755 48	_	_	74.50	_			_	_	_	-	_	_	-	-	_	_	_	
eborough and Taunton,	150,000 00	148,467 00	7,800 00	153,912 79	4,112 55	8.54	~	-	25	14	26,716	20,664	12,907	28,094 62	25,058 38	831 54	2,201 70	-		1,708 34	
na and Lowell,	500,000 00 500,000 00	500,000 00	None. 18,600 00	654,603 23	47,714 90	77.00	74.99	1.10	25	10	172,511	316,933	201,852 45,746	257,079 09 137,579 46	179,587 69 105,889 57	None. 1.487 24	77,491 40 30,202 65	8 per cent.	48,000 00 25,000 00	107,772 16 38,102 52	
Bedford and Taunton,	130,000 00	220,240 02	481.129 85	519,072 04 596,268 04	18,323 87	20.13 26.98		1.46	24	15	19,241	118,217	40,740	16,663 06	14,026 67	970 34	2,636 39	5 per ceut.	20,000 00	95,102 92	
London, Willimantic and Palmer,"	1,700,000 00	510,900 00	1,052,100 00	1,573,568 64		66.00		_	25	12	-	_	_	131,846 29	131,759 22	- 010 01	-	_		-	
London and Northern, B	-		-		-	-	-	-	* -	-	-		-			1	-	-	- "	-	
York and Boston, in Massachusetts,	690,000-00	279,818 15	309,204 39	-	-	32 00	-	~	17	10	21,428	137,318	26,692	21,891 36 69,785 55	17,784 17 42,266 09	2,600 00 None.	27,519 46	-	-	58,128 06	
Attichorough Branch,"	_		V 2			1 - 1	1 -	_	18	10	17,718	134,068	20,092	05,100 00	43,200 00	None.	21,010 10	_	_	- 00,720 00	
ich and Worcester, it	2,825,000 00	2,122,500 00	656,586 02	2,613,694 21	165,827 15	59.40	1.80	7.00	20	81	292,010	171,550	125,952	358,362 34	199,356 51	42,279 97	116,725 86	-	_	-	
Colony and Fall River,	3,300,000-00	3,015,000 00	183,500 00	3,362,918 60	701,697 22	79.50	11.50	7.75	23	12	413,017	1,122,279	207,765	655,130 30	326,222 21	9,111 95	315,282 14	6 per cent.	180,908 00	701,897 22	
borough and Shirley, 19	275,000 00	264,300 00 450,000 00	None.	265,326 81 443,677 67	-	14 07 18 65	~	-	20	20	33,160	57,676	27,238	13,336 44 49,169 99	21,400 79	_	12,474 90 27,769 20	6 per cent.	27,000 00	_	
dence, Warren and Bristol,	442,000 00	437,917 40	8,500 00	418,166 87		13 60	- 1	_	20	20	25,859	100,033	4.212	29,535 04	19,406 24	70 88	10,057 02	- per center	-	_	
dence and Worcester,	1,600,000-00	1,560,200 00	260,000 00	1,697,036 13	-	43.11	6.11	1.00	20	10	221,592	723,182	173,309	393,588 88	195,815 16	6,533 90	197,773 72	8 per cent.	128,000 00	None.	
port, ²¹	60,000 00	12,280 00	2012.01			-	-	-	-	-	-	-	-		263 61	10.450.00	- 17	-	2,433 00	2,979 34	
and Lowell, s	100,000 00	243,305 00 209,532 73	21:7,240 91	449,530 22 299,468 36	23,995 03	16 88 8.15	_	.22	21		25.120	55,549	13,160	17,508 71 18,158 01	20,898 17	13,473 90	3,771 17 Loss 2,740 16	1 per cent.	2,400 00	2,010 01	
Share,	600,000 00	259,685 00	15/2,391 43	501,592 96		11.50		.23	22	_	23,529	133,368	2.462	60,031 97	42,659 81	8,658 00	17,375 16	_	-	52,941 84	#
bridge and Pittsfield, ²²	115,700.00	448,700 00	1 -	418,700 00	-	21.93	-	-	20	7		_	-	31,109 00	-	-	31,109 00	7 per cent.	31,409 00		
Brook, ²	267,300,00 (267,300 00	None.	267,383 57	-	13.16	-	-	.7	-			-	17,700 00	05 111 54	-	17,359 76 9.295 79		17,374 50 6,832 00	508 41 9,200 45	
hton Branch,	85,400 00 250,000 00	85,100 00 250,000 00	None.	99,652 63 313,156 06	62,118 28	4.04 11.10	-	.57	18 25	15	5,032 50,082	81,296 122,880	30,108 51,611	34,740 33 156,239 49	25,414 54 128,196 67	1 1	28,043 02		20,000 00	52,842 57	
and Greenfield,24	2,500,000 00	914,580 73	46 9,351 54	- 010,110 (0)	02,110 20	42 55		-01	20	1.5	01/01/02	122,000	- 01,911	- 100,20.7 10	120,150 111	_	-	- per centi	-	-	
ont and Massachusetts,	3,260,000 00	2,214,225 15	1,00 3,925 00	3,268,415 53		69 00	-	8.00	25	10	101,326	91,827	78,154	254,826 37	136,089 96	55,496 03	118,736 41	-		400 611 00	:
ern, th . Stockbridge, ²⁶	6,150,000 00	5,150,000 00	8,26 9,520 00		2,613,139 95	156 03	97.17	17.33	28	15	1,111,091	617,882	505,547	1,881,350 72	993,096 30	318,223 24	540,800 38	8 per cent.	412,000 00 1,782 00	400,614 33 620 97	
ester and Nashua,	39,600 00 2,100,000 00	39,600 00	None. 150,976 00	39,600 00 1,328,897 63	. 58,135 71	2 75 45.69	.70	1 2	23	10	180,853	170,513	110,315	1,851 53 232,466 63	126,729 23	9.228 24	96,509 16		68,499 00	45,057 34	
		-			* 00,130 /1	40.00	.10		40	10											
Totals,	862,076,400 00	849,131,915 58	\$17,73 2,003 00	862,718,998 01	86,104,958 71	1.566.20	392.59	153 28	-	-	6,251,403	12,801,097	4,094,369	\$10,583,233 90	\$5,835,782 07	8793,256 76	84,119,173 62	7 45 per cent.	82,475,799 50	\$3,929,962 58	41

[.] Not including Horse Railroads.

¹ For Notes, 1 to 26, see the other side of this sheet.

ABSTRACT FROM THE RETURNS OF THE SEVERAL HORSE RAILROAD COMPANIES, FOR THE YEAR ENDING NOVEMBER 30, 1860.

CORPORATIONS.	Amount of Capital Stock.	Capital paid in, in Cash, Work, or Materials.	Debt.	Net Cost of Rond.	Net Cost of Equipments.	Assets.	Length of Road, in miles.	Length of Double Track, in miles.	Lingth of Branches, in miles.	Average speed, miles per hour.	Number of Passengers carried.	Total Income.	Expense of Working Road.	Amount of Interest Paid.	Net Income.	Por cent. of Dividends.	Amount of Dividends.	Present Surplus.	CASEA	Not Fatal
		-		-	-		<u> </u>												raun	AUL PROM
Boston and Chelsea,1	8140,000 00	\$140,000 00	None.	\$110,000 00	-	None.	2.17	.70	None.	-	-	\$2,800 00	-	-	\$2,800 00	8 per ccat.	\$5,600 00	_	- 1	-
Broadway, ,	75,000 00	63,600 00	None.	63,469 46	-	\$140 96 ·	2.57	1.20	None.	-	- "	-	-	-		10,77 per cent.	-	810 42		
Cambridge.	300,000 00	300,000 00	\$174,600 00	481,377 14	-	None.	4.80	3.49	5.97		-	27,000 00	-	~	27,000 00	9 per cent.	27,000 00	710 12	(- /	1 = 1
Charlestown and Medford,*	25,000 00	22,000 00	12,000 00	34,000 00	-		2.97	None.	None.	-	-	-	-	-	-	-	-	_	(-	
Chelsea Beach,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	_	_	-	(=	
liftondale,	50,000 00	30,100 00	25,000 00	-	-	None.	-	None.	None.		-	-	-	-	-	-	_	_	1 - 1	1 -
Ogrchester.7	106,100 00	105,300 00	835 79	136,350 42	\$13,873 68	1,011 50	1.77	None.	2.56	-	765,409	6,916 57	8277 86	None.	6,668 71	11 per cent.	8,769 21	357 26	2	1
Oorchester Extension,	12,000 00	12,000 00	800 00	-		None.	1.38	None.	None	8	109,500	-	-	-	-	77 per cent.	024 00		1 3	1 2
ypp.9	100,000.00	28,000 00	_	130,000 00	_	-	-	~		- 1	-	-	-	-	-	- 101	_	_	1 -	4 2
falden and Mclrose	200,000 00	200,000.00	109,514 61	57,910 26	210,273 06	91,009 73	3 41	None.	None.	64	2,885,141	161,403 98	155,011 90	\$5,821 25 .	6,391 18	-	_	9,052 94	-	1 -
letropolitan,	600,000 00	600,000 00	66,032 57	366,988 48	272,336 55	17,829 03	13.27	4,21	9.24	65	6,410,850	349,171 05	289,910 98	6,394 59	59,263 07	10 per cent.	53,500 00	41,221 33	-	7
fiddlesex,1	350,000 00	348,000 00	48 00	318,000 00	-	7,008 00	4 07	1.92	1.50		-	26,180 25	-		25,724 00	6 per cent.	25,724 00	11,600 00		1 :
lewton,10	75,000 00	27,800 00	_	21,344 82	2,500 00	1,170 54	2.87	None.	None.	8	330,351	1,688 00	-	-	1,542 52	6 per cent.	_	11 52	-	-
omerville,11	50,000 00	50,000 00	_	42,000 00	_	-	2.68	None.	None.		-		-		_		_			1 -
itoneliam Street,12	33,000 00	12,000 00	-	-	-	-	-	-	-	- '	-	-	-	-		-	_	_	-	_
inflolk.	150,000 00	120,000 00	16,129 57	117,702 26	20,070 81	816 86	3.31	.61	-	6	226,000	10,180 07	8,553 82	-	1,625 25	None.	None.	_	-	1
Juion Railway,13	160,000 00	160,000 00	73,889 78	_	157,070-75	97,116 64	-	-	-	8	2,872,470*	203,433 40	186,392 54	1,893 41	17,040 66	10 per cent.	16,000 00	2,201 87	-	i
Valtham and Watertown,11	20,000 00	19,700 00	None.	17,491 00	2,209 00	30 28	2.13	-	-	-	_	1,500 00	_	-	1,500 00	1 -	_		- 1	1 -
Vest Cambridge, 15	15,000 00	12.850 00	120 40	12.850 00	-	None.	1.58	-		8	95,472	_	-	-	-	-	_	_	-	-
Vest Roxhury,10	40,400 00	40,400 00	None	40,558 00	13,178 80	2,000 00	2.54	.67	-		-	3,312 00	61 19	-	3,247 81	8 per cent.	3,232 00	34 95	-	-
Vinnisimmet,"	60,000 00	55,650 00	7,811-61	_	13,185 04	-	2.25	- 1	-	-	-		-	-	-	-	-,	-	-	-
Totals,	\$2,561,500 00	\$2,347,100 00	8486,815 36	\$2,013,041 54	8706,797 72	8218,133 54	56.77	12.83	19.27	7.285	13,695,193	8793,617 42	8640,211 29	\$14,112 25	\$152,603 40	91% per cent.	8140.749.24	864.490 29	2	10

¹ Operated under a lease by the Malden and Melrore Hallroad Company, who furnish the entire equipment. The total income given is the amount received for rent for

2 Op \$70,000 of atock

3 The entire road owned by this Company is under lease to the Union Railway Company, who pay as rent therefor mue per cent per annum on the capital stock of this Company, the interest on its debt, and two per cent per annum on the mortgage debt, as a sinking fund for its payment. The road being unniqued, operated, and kept in repair by the Union Radway Company, reference is usade to its return for replica to the interconstones, in the blank form of return furnished by the Secretary of the Commonwesith, under the heads of less of Equipment, Earnings, Expenditures for Working the Road, and List of Accidents

Road not completed The Dorchester Rodway Company was organized under the provisions of chapter

279 of the Acts of the year 1856, and purchased the corporate property of the Dorchester Avenue Stairond Company at a sale ordered by a decree of the Supreme Judicial Court, in January, 1858 The road has been leased to Messrs Gore, Rose & Company, of Boston, who purchased the entire equipment, and have run the cars and the line of coaches connected therewith, since June 1, 1858, on their own acround, paying a rent equal to eight per cent per annum on the amount of stock outstanding, and also the taxes and insurance on the buildings. The amount given as "rost of equipment," is for lands and buildings, and the amount given as expenses of working the road," is for office expenses

Gore, Itore & Company, of Boston, who run the cars on their own account, paying to this corporation a rent equal to eight per cent. per annum on the amount of stock outstanding 9 Road not finished

This read is heaved, the lesses equipping and operating it.
The amount of capital stock originally issued, was \$68,000, and the Company then owned 6,655 feet of road on Broadway in addition to what is herein specified-which Broadway track has been disposed of to the Medford and Charlestown Horse Rallroad Company, for which \$18,000 of the capital stock of this Company has been returned into the treasury ; leaving the present capital, \$50,000. The Melden and Melrose Railroad Company are running the Somerville Road upon an agreement to keep the road to repair, and to pay whatever the business will afford for its use.

a This Company own no equipment or buildings; the road has been leased to Messrs 12 Road not completed

18 Road not complete: 17 The roads operated by this Company are owned by the Cambridge Railread Company and the Walliams and Waterborn Railread Company; and the number of pas-wegers carried includes those carried over the Cambridge Road to Waterborn, Brighton, and West Combridge.
18 This road is leased for the cum of \$1,500 per annum to the Usion Eallway Company.

my, who operate it and own the entire equipment used thereon; the amount given as "cost of equipment," is for land and buildings. 15 The Company own no equipment, and (the road being leased.) It is unable to give

16 This road is leased to, equipped and run by the Metropoliton Railroad Company; the amount given as "cost of equipment," is for land and buildings; and the item given as the "expense of working the road," is for incidental expenses. The assets consist of 20 shares of Company's stock. 17 Road pet completed.

† Rate per annum on \$1,545,120.36 paid capital of dividend paying companies.

* This includes passengers carried over the Cambridge Road to Brighton, Watertown, and West Cambridge.

1 Operated and kept in repair by the Boston and Worcester Railroad Company

* See note A on pages following the Abstracts * Leased to the Housatonic R R Co , for 7 per cent of capital

* Included in this return are the curnings and expenses of the Douvers R. R. and the Newbury port R B , while here leaved to this Corporation

5 Leased to the Boston and Maine R R Company

I The capital stock has been merced in the stock of the Hartford and New Haven. Railroad Co , in Connecticut, by whom the road is operated, kept in repair, and the equipment owned

* Operated by Boston and Lowell R. R. Co.

to Operated he Boston and Lowell R R Co , under contract approved to Report of 1858, at 6 per cent on 53:3,880 per annum

NOTES TO ABSTRACT OF STEAM RAILROAD CORPORATIONS Purchased at auction, of Marlboro' Branch Railroad. Original cost, \$80,000. For other particulars see returns of previous years. Operated by Fitchburg R. H. Co under contract

\$2 Operated by parties under contract. Receipts and expenses not known in detail 12 See note B. on pages following

14 Report of Trusters of

16 Trustees have not the means of answering a part of the queries

17 No report received. 18 See note D

19 Purchased and operated by Fitchburg R. R. Company.

the items concerning its business

30 The read having here so recently put under contract no further return can be made. The capital stock was fixed Aug. 27, 1860, and this report was made for 3 months and 3 days

27 Operated by Boston and Lowell R R Co.

M Operated under a lease by the Housatonic R R Co.

Deprated by Lowell and Nashua R. R. Co. te Road in process of construction

24 Amonth process of court and equipment includes \$2,596,308 20 for Albany and West Stockbridge, Hudson and Boston, and West Stockbridge Boads; the length of read given includes Albany and West Stockbridge Kaliford, 33 22 miles. 20 Operated under a lease by the Berkshire and H. & R. R. Companies.

4 Operated by Old Colony and Fall River It K 1'c

⁴ Not in operation one year 5 No return received

NOTES.

$\lceil A. \rceil$

The Amherst and Belchertown Railroad property, real and personal, was sold at public auction, under provision of two mortgages upon their property, to secure the payment of bonds issued by said company, and purchased by the holders of the bonds, and a company organized by the name of "Amherst, Belchertown and Palmer Railroad Company," agreeably to the provisions of an Act of the legislature approved on the 25th of March, 1858, with a capital stock of eighty-five thousand dollars, or 850 shares, all paid in, which is the cost of the real and personal property of the said Amherst, Belchertown and Palmer Railroad Company.

[B.]

The Midland Railroad Company was incorporated for the purpose of succeeding to the property of the Boston and New York Central Railroad Company, by arranging with the various classes of the creditors of said Boston and New York Central Railroad Company, to exchange their debts for stock in the new company.

Claims to the amount of \$1,454,294 have been exchanged, and stock to the amount of 14,428 shares have been issued therefor. But the claims for land damage, and the bonds secured by the mortgage of the Norfolk County Railroad, have not been purchased, and the company therefore have not been able to run their road.

That portion between Dedham and Blackstone has been operated by the trustees under the mortgage of the Norfolk County Railroad.

[C.]

New London, December 28, 1860.

The New London Northern Railroad Company, chartered by the legislature of the State of Massachusetts, in the year 1860, was duly organized by the choice of directors and officers at the town of Palmer, in said State, on Tuesday, the 30th day of October, 1860.

The said railroad company has not yet been united with the New London Northern Railroad Company chartered by the State of Connecticut, and the New London Northern Railroad Company have not received from the trustees of the New London, Willimantic and Palmer Railroad Company possession of said railroad for the purpose of running the same, and have not received any earnings therefrom, or made any expenditures on account of said Northern Railroad Company to this date.

Therefore, the said Northern Railroad Company has at this time no detailed report to make to your honorable body. In behalf of said corporation,

RICHARD H. CHAPELL, Secretary.

[D.]

Report of the Commissioners of the Norwich and Worceste	r Railroad.	
The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company relative to the expenditures of the road, and to decide what portion of said expenditures are to be applied to the different sections of the road, report, that on the 26th day of December, A. D. 1860, we examined the accounts of said company up to the 30th of November, A. D. 1860, and found that there had been expended for the road in Connecticut to the		
30th of November, 1860, the sum of	\$1,840,597	60
That there had been expended in Massachusetts, to the 30th		
of November, 1860, the sum of	773,096	61
Making the whole cost of the road to the 30th of Nov., 1860,	\$2,613,694	21
They further report that the accounts of the expenditures on the road in each State have been kept separate and distinct, as required by the charter; That the receipts of the company for twelve months, ending November 30, 1860, were	\$358,3 6 2	34
locomotives, bridges, station-houses, fuel, passenger and	100.050	
freight expenses, &c.,	199,356	51
From which deduct interest,	\$159,005 42,279	
Tion which dodder interest,		
Leaving net after paying expenses and interest,	\$116,725	86
Of which we have set down to Massachusetts one-third,	\$38,908	62
And to Connecticut two-thirds,	77,817	
	\$116,725	86

All of which is respectfully submitted.

CHARLES L. PUTNAM,

Commissioner for the State of Massachusetts.

THOMAS ROBINSON,

Commissioner for the State of Connecticut.

APPENDIX.

The following is a portion of chapter sixty-three of the General Statutes of Massachusetts.

RETURNS AND REPORTS.

Sect. 132. Every corporation shall at all times submit its books to the inspection of any committee of the legislature appointed for the purpose; and its directors shall annually, on or before the first Wednesday of January prepare, make oath to, and transmit to the secretary of the Commonwealth, together with one thousand printed copies of the same, a report of their doings under their charter for the year ending the thirtieth day of November preceding; the first annual report stating the number of months and days included therein. The report shall set forth copies of all contracts made with other railroads under section one hundred and fifteen, and specify the receipts and expenditures under the same; and shall contain full information upon the following items, viz.:—

FORM OF RAILROAD RETURN TO THE LEGISLATURE.

1.	Capital stock,	. 8	
2.	Number of shares of capital stock issued,		
3.	Increase of capital since last report,		
4.	Capital paid in per last report,	. \$	
5.	Capital paid in since last report,		
6.	Total amount of capital stock paid in,		
7.	Funded debt per last report,	.	
8.	Funded debt paid since last report,		
9.	Funded debt, increase of, since last report.		
10.	Total present amount of funded debt,		
11.	Floating debt per last report		
12.	Floating debt paid since last report,		
13.	Floating debt, increase of, since last report,		
14.	Total present amount of floating debt,		
15.	Total present amount of funded and floating debt,		
16.	Average rate of interest per annum paid during the year, .		
17.	Maximum amount of debts during the year,		
	Cost of Road and Equipment.		
18.	For graduation and masonry per last report,		
19.	For graduation and masonry paid during the past year, .		
20.	Total amount expended for graduation and masonry, .		
21.	For wooden bridges per last report,		
22.	For wooden bridges paid during the past year,		
23.	Total amount expended for wooden bridges,		
24.	Total amount expended for iron bridges, (if any,)	.	
25.	For superstructure, including iron, per last report,	•	
26.	For superstructure, including iron, paid during the past year,		
27.	Total amount expended for superstructure, including iron, .	- 1	
28.	For stations, buildings, and fixtures, per last report,	•	
29.	For stations, buildings, and fixtures, paid during the past year,	•	
30.	Total amount expended for stations, buildings, and fixtures,		
31.	For land, land damages, and fences, per last report, .	•	
32.	For land, land damages, and fences, paid during the past year,	•	
33.	Total amount expended for land, land damages, and fences,	. 1	

2.4	For locareting, we lost would				
34. 35.	For locomotives, per last report, For locomotives paid during the past	voor	•	•	
36.	Total amount expended for locomotive	ves.	:		
37.	For passenger and baggage cars, per	last rer	ort.		
38.	For passenger and baggage cars, pair	d durin	g the pa	st vear.	
39.	Total amount expended for passenge	r ana o	aggage	cars,	
40.	For merchandise cars, per last report,	,		•	
41.	For merchandise cars, paid during th	e past y	ear,		
42.	Total amount expended for merchand	dise car	s,	•	
43.	For engineering, per last report,	•	•	•	
44. 45.	For engineering, paid during the pas	t year,	•	•	
46.	Total amount expended for engineeri	lig,	ort	•	
47.	For agencies and other expenses, per For agencies and other expenses, paid	d durin	othe na	st vear	
48.	Total amount expended for agencies	and oth	er expe	nses.	. :
49.	Total cost of road and equipment,	•		•	
50.	The amount of assets or property held	by the	corpora	tion in a	addition
	to the cost of the road, .	•			
	Characteristics of	Road.			
51.	Length of road,				
52.	Length of single main track				
53.	Length of double main track.				
54.	Length of branches owned by the co	ompany	, stating	; wheth	er they
	have a single or double track,				
55.	Aggregate length of sidings and othe	r tracks	, except	ing ma	in track
56.	and branches,		•	•	•
57.	Weight of rail per yard, in main road Weight of rail per yard, in branch ro [Specify the different weights	1, .o.d		•	•
01.	Specify the different weights	ner v	rd.l	•	•
58.	Maximum grade, with its length in n	nain roa	d		
59.	Maximum grade, with its length in n Maximum grade, with its length in b Total rise and fall in main road,	ranch r	oads.		
60.	Total rise and fall in main road,		. ′.		•
61.	Total rise and fall in branch roads, Shortest radius of curvature, with len Shortest radius of curvature, with len				:
62.	Shortest radius of curvature, with len	gth of	curve in	main r	oad,
63.	chorics radius of Chryature, with ich	ig the Or	curve in	branch	roads
64.	Total degrees of curvature in main ro	ad,			• :
65. 66.	Total degrees of curvature in branch	roads,	•		
67.	Total length of straight line in main Total length of straight line in branch	ioau,		•	
68.	Aggregate length of wooden truss bri				•
69.	Aggregate length of all other wooden		s		•
70.	Aggregate length of iron bridges,				•
71.	Whole length of road unfenced on bo	th sides	, .		•
72.	Number of public ways crossed at gra	ade,			
73. 74.	Number of railroads crossed at grade,	,		•	
75.	Remarks,	•		•	
76.	Way stations for express trains,	•		•	
77.	Way stations for accommodation train Flag stations,	10,		•	•
78.	Whole number of way stations,				•
79.	Whole number of flag stations,	•			•
		Tr			•
80.	Doings during the	1 ear.			
81.	Miles run by passenger frains, Miles run by freight trains,		• •	•	•
82.	Miles run by other trains, .			•	•
83.	Total miles run.			·	
84.	Number of passengers carried in the c Number of passengers carried one mil Number of tons of merchandise carried	ears,			
85.	Number of passengers carried one mil	le,			
86.	Number of tons of merchandise carrie	ed in the	e cars, .		
87.	Number of tons of merchandise carrie	ed one r	nile, .		
88. 89.	Number of passengers carried one mil	e to an	a from o	oner roa	aas, .
90.	Number of tons carried one mile to at	eenwer	traine in	oaus, . noludina	r stone
91.	Rates of speed adopted for express pas Average rate of speed actually attaine	d by ex	nress no	ssenger	trains
	including stops and detentions,		b. 000 ba		
92.	Rate of speed adopted for accommoda	tion tra	ins, .		
93.	Rate of speed actually attained by acc	eommod	ation tr	ains, inc	eluding
.94.	stops and detentions,				, , .
	Average rate of speed actually attained	ed by sp	ecial tra	ains, inc	ending
	stops and detentions,		•	•	•

				- 1
95. 96.	Average rate of speed adopted for freight trains, Estimated weight, in tons, of passenger cars, [not			
97.	gers] hauled one mile,			
•••	freight] hauled one mile,	•	•	
	Expenditures for Working the Road			1
98.	For repairs of road, maintenance of way, excludes and renewals of iron,	lusive	of woo	den
99.	For repairs of wooden bridges,			
100.	For renewels of iron including laying down			- 1
101.	For wages of switchman (average per month	٠ ،	٠.	.
	E	,	1	- 1
102.	For wages of gate-keepers, (average per month,)	} Total.	
103.	For wages of signal-men, (average per month,)		'
104.	For wages of switchmen, (average per month, for wages of gate-keepers, (average per month, for wages of signal-men, (average per month, for wages of watchmen, for wat	>))	
105.	Number of men employed, exclusive of those eng	aged 1	n const	ruc-
106.	For removing ice and snow, [this item to include	le all l	abor to	ols
	repairs, and extra steam-power used,]			, , ,
107.	For repairs of fences, gates, houses for signal-m	en co	ite-keen	ore
1011	switchmen, tool-houses,	icii, 80	re-recep	,,,,
108.		•	•	.
100.	Total maintenance of way,	•	•	•
	Motive Power and Cars.			
109.	For repairs of locomotives,			.
110.	For new locomotives to cover depreciation, .	_		
111.	For repairs of passenger cars,	-		.
112.	For new passenger cars to cover depreciation,	•	•	
113.	For repairs of merchandise cars,	•	•	
114.		•		•
114.	For new merchandise cars to cover depreciation,	•	•	•
	For repairs of gravel and other ears,	•	•	•
116.	Total for maintenance of motive power and cars,	•	•	- 1
117.	Number of engines,	•	•	
118.	Number of passenger cars,		•	
119.	Number of baggage cars,		•	•
120.	Number of merchandise cars,			
121.	Number of gravel cars,			.
	Miscellaneous.			- 1
122.	For fuel used by engines during the year, viz.:-			1
123.				ı
124.	Number of cords of wood and cost of same,			
124.	Number of tons of coal, at two thousand two h	untire	лапан	orty
125.	pounds to the ton, and cost of same,	•	•	.
	For oil used by cars and engines,	•	•	.
126.	For waste and other material for cleaning, .	٠	. •	.
127.	For salaries, wages, and incidental expenses, char	geable	to pass	sen-
400	ger department,	•	٠	
128.	For salaries, wages, and incidental expenses, cha	rgeabl	e to frei	ght
	department,			
129.	For gratuities and damages,			
130.	For taxes and insurance,			.
131.	For ferries,			
132.	For repairs of station buildings, aqueducts, fixtur For renewals of iron, including laying down,	es, fur	niture,	.
133.	For renewals of iron, including laying down.		. ′	
134.	For new iron laid down, deducting the value of o	old iron	taken	up,
135.	For amount paid other companies in tolls, for passe			
	carried on their roads, specifying each company	v.		ا . · ·
136.	For amount paid other companies as rent for the	use of t	heir ros	rds.
	specifying each company,			
137.	For salaries of president, treasurer, superintender	nt. law	expen	ses.
	office expenses of the above offices, and all oth	ier ev	nenses	not
	included in any of the foregoing items, .	-01 01	Periode,	200
138.	Total miscellaneous,	•	•	
139.	Total expenditures for working the road,	•	•	.
140.	For interest	•	•	.
170.	For interest,	•	•	.
	Income during the Year.			
141.	For passengers:—			
	1. On main road, including branches owned by	z comn	anv.	
	1. On main road, including branches owned by 2. To and from other roads, specifying what,	·	J,	
142.	For freight:—	•	•	
~~~	1. On main road and branches owned by comp	2027		
	2. To and from other connecting roads, .	Jany,	•	•
	- 20 and from other connecting roads,	•	•	•

143.	U. S. mails,							.	
144.	Rents,								
145.	Total income, .							.	
146.	Net earnings, after	deduct	ing exp	enses,					
	0,		Dividen	ds.					
147.	per cent., to	tal.						.	\$
148.	Surplus not divide								
149.	Surplus last year,	´ .					•	.	
150.	Total surplus,								
	Estimated De		ion beyo	nd the	Renewe	ıls, viz.	:		
151.	Roads and bridges	, .						.	
152.	Buildings, .		•						
153.	Engines and cars,	•	•	•	•	•			
		Mo	rtgage	Debts.					
154.	Amount of debts				of road	and f	ranchis	e, or	
	any property of	the cor	poration	n, per la	st repor	rt, .			
155.	Mortgage debt pai	d since	last rep	ort,	. ^				
156.		ge debi	since l	ast repo	rt,				
157.	Present amount of	mortga	ige debi	ts,					
158.	Number of mortga	iges on	road a	ınd frar	ichise, c	r any	properi	ty of	
	the corporation,								
								- 1	

SECT. 133. The annual report shall also state whether any fatal accident or serious injury has occurred to a passenger or other person upon the road during the period covered by the report; and if so, the cause of such accident or injury, and the circumstances under which it occurred.

or injury, and the circumstances under which it occurred.

SECT. 134. If the directors of any corporation find it impracticable to return therein all the items in detail required by this chapter, they shall in

such report state the reasons why such details cannot be given.

SECT. 135. Every corporation neglecting to make and furnish such report at the time prescribed in section one hundred and thirty-two shall forfeit to the use of the Commonwealth fifty dollars for each day's neglect, to be recovered by the treasurer; and if any corporation unreasonably refuses or neglects to comply with the other provisions of said section, it shall forfeit for every such

refusal or neglect a sum not exceeding five thousand dollars.

Sect. 136. The secretary shall annually in November furnish to every corporation a table prepared in conformity with the provisions of section one hundred and thirty-two; and shall annually on or before the thirty-first day of January transmit one set of the reports furnished him under said section to each member of the legislature, and shall also deliver a copy of the report of each corporation to every other such corporation in the State. He shall prepare, with such other information as he deems useful, an abstract of such reports, in form as follows:—

		n.			double track.	branches.	passenger trains.	ht trains.		working.	ssets.	road.				Casu	alties.
Na e road	Capital.	Capital paid i	Debt.	Length.	Length of dot	Length of bra	Speed of pass	Speed of freight	Earnings.	Expense of w	Amount of as	Cost of the ro	Net earnings.	Dividends.	Surplus.	Fatal.	Not fatal.

and he shall annually on or before the second Wednesday of January, transmit four hundred bound copies thereof to the legislature.

Sect. 137. In addition to the annual report required by section one hundred and thirty-two, the corporation shall when it has completed and opened its road for use, make a report under oath to the legislature, stating the total amount of capital paid in; specifying the amount expended in constructing its road, for engines, cars, depots, car-houses, and other buildings, and the amount of all other miscellaneous expenses. Such report shall also state the length of the road, the number of planes on it with their inclination per mile, the greatest curvature on the road, the average width of the grade, and the manner in which the rails are supported.

#### HORSE RAILROADS.

SECT. 139. Horse and street railroad corporations shall not be subject to

the preceding sections except as provided in their several charters.

Sect. 140. Every horse or street railroad corporation chartered subsequently to the twentieth day of May, eighteen, hundred and fifty-seven, shall construct its road within twelve months after its location; and the location of the road of every such corporation failing to commence the construction of its road within six months after its location, shall be void.

Sect. 143. The directors of every such corporation shall annually on or before the first Wednesday of January make oath to, and transmit to the secretary of the Commonwealth, together with one thousand printed copies of the same, a report of their doings under their charter for the year ending the thirtieth day of November preceding; the first annual report stating the number of months and days included therein. Such report shall contain full and complete information upon the following items, viz.:—

#### FORM OF RETURN.

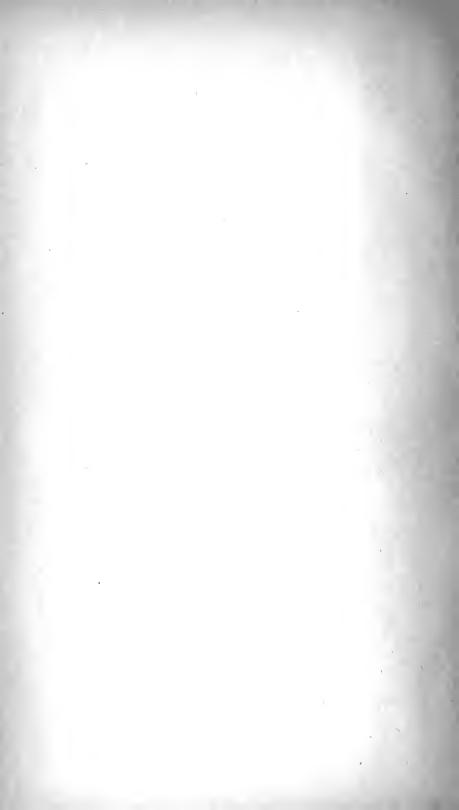
	Condition of the Company.	
1.	Capital stock, fixed by charter,	
2.	Capital stock, as voted by the company,	
3.	Capital stock paid in, in cash,	1
4.	Capital stock paid in, in work and materials, by contractors and	1
	others,	l
5.	Funded debt,	
6.	Floating debt,	ı
7.	Total debt	ı
8.	Amount of above debt secured by mortgage of the road and fran-	
	chise, or any property belonging to the corporation, or standing	
	in its name.	
9.	Number of mortgages on road and franchise, or any property of the	ŀ
	corporation, specifying the number and amount of mortgages on	ı
	road and franchise, and each kind of property,	
10.	Amount of assets on hand, exclusive of the road and equipment,	
	and exclusive of all property on hand, used, or which is to be	l
	used, in running the road and keeping it in repair,	
	Cost of the Road.	
11.	Amount expended for labor in excavating for the track, laying	
	foundation and rails,	ļ
12.	Amount expended for timber for foundation,	ĺ
13.	Amount expended for iron and other metal for rails, chairs, spikes,	
	or other articles, used in building the road,	
14.	Amount expended for paving,	[
15.	Amount expended for paving-stones,	
16.	Amount expended for engineering,	
17.	Amount expended for interest, salaries of officers during construc-	
	tion of road, and other expenses not included in any of the	
	above items, which have been included on the books of the com-	
	pany in the cost of the road, not including items of equipment	
	or running expenses, as mentioned below,	

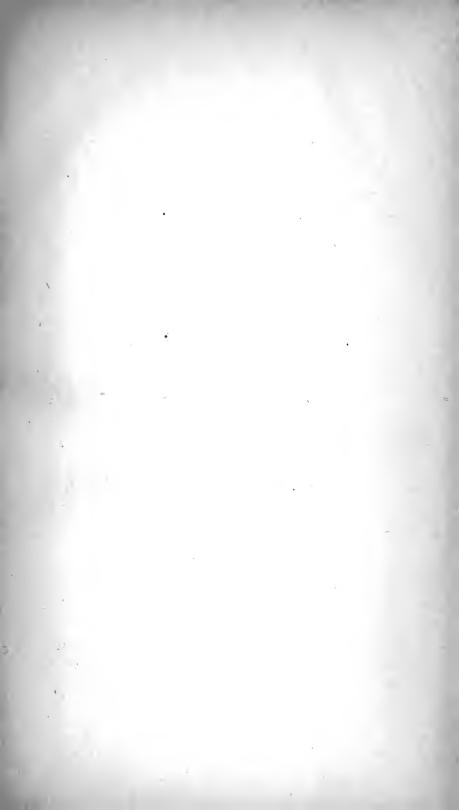
18. 19.	Total cost of road, .  Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the
	road,
20.	Net cost of road,
	Cost of Equipment.
21.	Number of cars, and cost,
22.	Number of horses, and cost,
23.	Number of cars, and cost, Number of horses, and cost, Cost of omnibuses, sleighs, and other vehicles, excepting cars,
24.	owned by the company, Cost of land and buildings thereon when purchased,
25.	Cost of buildings used for offices, stables, &c., erected by the com-
	pany, or standing on land not owned by the company,
6. 7.	Cost of other articles of equipment, (specifying what,)
8.	Total cost of equipment,  Amount included in the present and in past years in the running
	expenses for estimated or actual depreciation of any of the above items,
29.	Net amount at which the equipment stands charged on the books of the company,
0.	Characteristics of the Road.  Length of single main track,
1.	Length of double main track
2.	Total length of road
3.	Length of branches owned by the company, stating whether they
1.	have a single or double track, Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,
	Total length of rail,
•	Weight of rail used, per yard, (specifying whether of cast or rolled
	Maximum grade per mile on read with length of smade
	Maximum grade, per mile, on road, with length of grade, Shortest radius of curvature, with length of curve,
	Greatest length of single track on road between two turnouts,
	Total length of main track which is paved,
	Doings during the Year.
•	Total number of miles run during the year,
	Number of passengers carried in the cars,
	Rate of speed adopted, including stops and detentions, Rate of speed actually attained, including stops and detentions,
	of each,)
·	Total number of trips run during the year,
•	Average number of passengers each trip,
	Expenditures for Working the Road.
	For repairs of road, including repairs of foundation, renewals of iron, and renewals of payement,
	For general repairs, including repairs of cars, omnibuses, and harnesses, and for shoeing horses,
	For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company,
	For wages, including the wages of every person regularly em- ployed, excepting the president, directors, superintendent, and treasurer.
	For interest,
	For taxes and insurance,
	For rolls paid other companies for the right to pass over their roads,
	For rent paid other companies for use of their roads,  For provender,—to include cost of hav grain straw or other
	For provender,—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses,
	harnesses, blankets, &c., the use of which continues for one or
	more years—and not included in the cost of equipment,
•	For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the company subtracted
	from the estimated value of those on hand at the commencement
	of the year, added to the cost of those purchased during the

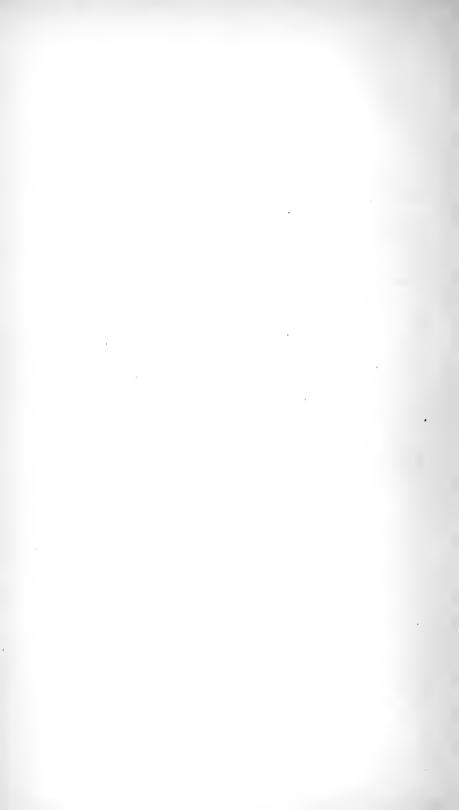
	year; or if this is t	he first re	nort of	the c	omr	any the	n the d	iffor
	ence between the							
	their cost—giving							
	horse,	the prese		ruge		inatoa ,		cuci
59.	For incidental expense	s—to inc	lude pr	intin	or. ni	esident'	s. direc	tors'
	treasurer's, and su							
	than those belongi							O CIAC
0.	For all other expenses.		uctuui.	11 0111			· .	
1.	For amount charged		mnanv	's bo	oks	during	the ves	ır foi
	estimated or actual	deprecia	tion of	the f	ollo	ving pro	nerty:	
2.	Cars, \$	. doproord					Porty.	
3.	Horses, \$							
4.	Omnibuses, \$							
ž.	Real Estate, \$							
6.	Road, \$ .							
7.	Other property, \$							
3.	Total, \$ .							
).	Total expenses, \$							
		Earr	ings.					
).	Received from passen			lom	nibu	ses, and	for tie	ckets
	sold,	• •				· .		
1.	From other roads, as to	oll or rent	for use	of r	oad,			
2.	From United States m	ails, .						
١.	For sales of manure,							
	From other sources,							
	Total earnings,							
	Net earnings, after ded	lucting ex	rpenses					
	Surplus earnings of pr							
	Net earnings as above,			. ,				
	Total surplus for paym		vidends					
	Dividends declared du			'				
	Total percentage of di-			ear.				
	Present surplus,			,				
	1 ,							
		Miscell	aneous.					
	Increase during the ye	ar:—						
•	Of capital stock, as	s fixed by	the ch	arter	,			
	Of capital stock, a	voted by	y the co	mpa	ny,			
	Of capital stock pa	id in, 🗀		-				
•	Increase of funded deb	t during						
	Increase of floating de	bt during	the ye	ar,				
١.	Decrease of funded del	ot during	the year	ır,				
	Decrease of floating de							
•	Increase of mortgage of	lebt durin	g the y	ear,				
	Decrease of mortgage	debt duri	ng the	year,				
	Increase in cost of road	l during	the year	r, inc	ludi	ng amoi	ınt cha	rged
	for depreciation the	reon .		•		_		0
	Decrease in nominal c	ost of roa	d, by a	mou	at cl	arged fe	or depr	ecia-
	tion thereon,							
í.	Increase in cost of equ	ipment of	luring	the 1	vear.	includi	ng am	ount
	charged for depreci	ation ther	eon,					
	Decrease in cost of equ	ipment, b	y sale	of an	y po	rtion th	ereof, o	r bv
	amount charged for						, .	- ,
	List of accidents on roa			ar				•
	List of accidents on roa	au uurme						

Sect. 144. Every corporation refusing or neglecting to make the return required by the preceding section shall forfeit one hundred dollars for each day's refusal or neglect. And the secretary of the Commonwealth shall notify the attorney-general of such refusal or neglect, who shall forthwith prosecute the same in behalf of the State.

Sect. 145. The secretary shall annually in November cause to be prepared and transmit to such corporations blank forms for returns.







### REPORT

OF THE DIRECTORS OF THE

## AGRICULTURAL BRANCH RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock, [authorized by law,]	\$480,000.00	
Number of shares of capital stock issued,	1725	
Increase of capital since last Report,	None.	
Capital paid in, per last Report,	203,621.69	
Capital paid in since last Report,		cancelled-
Supram para in Sizes rate respect,		nce last Report
Total amount of capital stock paid in,	202,088.00	•
Funded debt, per last Report,	97,500.00	
Funded debt, paid since last Report,	None.	
Funded debt, increase of, since last Report,	None.	
Total present amount of funded debt,	97,500.00	
Floating debt, per last Report,	8,300.00	
Floating debt, paid since last Report,	8,300.00	
Floating debt, increase of, since last Report,	507.15	
Total present amount of floating debt,	507.15	
Total present amount of funded and floating debt,	98,007.15	
Average rate of interest per annum, paid during the year,	6 per cent.	
Maximum amount of debts during the year,	105,800.00	
maximum amount of debts during the year,	100,000.00	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,	\$108,675.50	
For graduation and masonry, paid during the past year,	None.	
Total amount expended for graduation and masonry,	Tronc.	\$108,675.5
For wooden bridges, per last Report,	2,354.59	ф100,010.0
For wooden bridges, paid during the past year,	43.06	
Total amount expended for wooden bridges,	10.00	2,397.6
Total amount expended for iron bridges, (if any),	None.	2,001.0
For superstructure, including iron, per last Report, .	119,041.86	
For superstructure, including iron, paid during the past	110,041,00	
year, ,	1,809.41	
Total amount expended for superstructure, including	1,000.41	
iron,		190 951 9
For stations, buildings and fixtures, per last Report,	9,012.92	120,851.2
For stations, buildings and fixtures, paid during the past	0,012.92	
	140.40	
year, Total amount expended for stations, buildings and	140.40	
fixtures,	Ì	0.170.00
For land, land-damages and fences, per last Report,	00.000.50	9,153.3
For land, land-damages and fences, paid during the past	22,926.52	
	210.00	
year,	312.08	
fences,		09 000 0
For locomotives, per last Report,	Mana	23,238.6
For locomotives, paid during the past year,	None.	
Total amount expended for locomotives,	None.	
	None.	
For passenger and baggage cars, per last Report,	None.	
For passenger and baggage cars, paid during the past		
year,	None.	
Total amount expended for passenger and baggage cars,	None.	
BOT THEFFERSTORES PATE TOT LAST HANOT	None.	
For merchandise cars, per last Report,		
For merchandise cars, paid during the past year, Total amount expended for merchandise cars,	None. None.	

For engineering, per last Report,	9,475.93
For engineering, paid during the past year,  Total amount expended for engineering,	None. 9,475.93
For agencies and other expenses, per last Report, [in	
cluding interest and discount on bonds, ].	78,741.97
For agencies and other expenses paid during the pa	st
year, (including interest on bonds,)	7,484.34
Total amount expended for agencies and other expense (including interest and discount on bonds,)	86,225.41
(merading interest and discount on bonds,)	
Total cost of road and equipment,	\$360,017.68
Amount of assets or property held by the corporation	n
in addition to the cost of the road,	None.
CHARACTERISTICS OF ROAD.	
Length of road,	28.364-1000 miles.
Length of single main track,	15.027-1000 "
Length of double main track,	None.
Length of branches owned by the Company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting	
main tracks and branches,	953-1000 miles.
Weight of rail per yard, in main road,	48, 50, and 52 lbs.
Weight of rail per yard, in branch roads, (specify the di	f- None.
ferent weights per yard,)	84 ft. per mile for 2000
	ft. near Marlboro' cen-
	ter, but no other grade
	over 58 ft. to the mile.
Maximum grade, with its length, in branch roads,	None. 474 14-100 feet.
Total rise and fall in main road,	None.
Shortest radius of curvature, with length of curve, i	
main road,	738 feet for 110 feet.
Shortest radius of curvature, with length of curve, i	
branch roads,	None. 870° 02'
Total degrees of curvature, in branch roads,	None.
Total length of straight line, in main road,	8.883-1000 miles.
Total length of straight line, in branches,	None.
Aggregate length of wooden truss bridges,	110½ feet. 176 feet.
Aggregate length of all other wooden bridges, Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	None.
Number of public ways crossed at grade,	24
Number of railroads crossed at grade,	None.
Remarks,	None
Way stations for express trains,	5
Flag stations,	3
Whole number of way stations,	5
Whole number of flag stations,	3
Doings during the Year.	
Miles run by passenger trains,	1
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,  Number of passengers carried in the cars,	6
Number of passengers carried one mile,	To be answered by
Number of tons of merchandise carried in the cars, .	Boston and Worcester
Number of tons of merchandise earried one mile,	
Number of passengers carried one mile, to and from other	R. R. Company.
Number of tons carried one mile, to and from other	1
roads,	<b>1</b>
Rate of speed adopted for express passenger trains, in	-
cluding stops,	1)

Average rate of speed actually attained by express passenger trains, including stops and detentions. Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops, Estimated weight in tons of passenger cars (not including passengers) hauled one mile, Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . EXPENDITURES FOR WORKING THE ROAD. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, For repairs of wooden bridges, For wages of switchmen, average per month, For wages of gate-keepers, average per month, For wages of signal-men, average per month, . For wages of watchmen, average per month, Number of men employed, exclusive of those engaged in construction. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) For repairs of fences, gates, houses for signal-men, gatekeepers, switchmen, tool-houses, . Total for maintenance of way, MOTIVE POWER AND CARS. For repairs of locomotives, For new locomotives, to cover depreciation, For repairs of passenger cars, . For new passenger cars, to cover depreciation, For repairs of merchandise cars, For new merchandise cars, to cover depreciation, For repairs of gravel and other cars, Total for maintenance of motive power and cars, Number of engines, Number of passenger cars, Number of baggage cars, Number of merchandise cars, Number of gravel cars, MISCELLANEOUS. For fuel used by engines during the year, viz.: Wood, number of cords, -Cost of the same, -. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) ——. Cost of same, \$———, For oil used by cars and engines, For waste and other material for cleaning, For salaries, wages and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurauce, For ferries, For repairs of station buildings, aqueducts, fixtures, fur-For renewals of iron, including laying down, For new iron laid down, deducting the value of old iron

For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each

company, .

To be answered by Boston and Worcester R. R. Company.

Operated by the Boston and Worcester Railroad Company since December, 1855, under a lease on file in the Secretary's Office of the Commonwealth of Massachusetts.

For amount paid othe roads, specifying For salaries of Pre- law expenses, of and all other exp	each co sident, fice exp	mpany, Treasur penses o	er, Su	perinten above of	dent,	
foregoing items,	•	•	•	•	•	
Total miscellaneous Total expenditures		dring th	boor o	•	•	#
Total amount of in	terest p	aid duri	ing the	year,	:	J
Income	אושואו	G THE	VEAD			
For Passengers:	DOMIN	o ins	I BAIL.			1
1. On main road incl	uding b	ranches	owned	by comp	any,	
2. To and from other	roads,	specifyi	ng wha	t,	•	
For Freight:						\$15,661.30 paid as rent
1. On main road and				mpany,		by the B. & Wor. R.R.
2. To and from other	connec	ting roa	ds,	•	•	Company.
U. S. Mails,	•	•	•	•	•	l company.
Rents,	•	•	•	•	•	] ]
Total income,	•	•	•	•	•	
Net earnings, after de	aucung	gexpens	es,	•	•	ĮJ
	Divid	ENDS.				
6 per cent. Total on			nteed 8	Stock.		\$3,600.00
Surplus not divided,	T /	•				***
Surplus last year,						
Total surplus,						
				_		
ESTIMATED DEPRECIA	TION BE	YOND T	HE REN	EWALS,	Viz.:	To be answered by
Of road and bridges,	•	•	•	•	•	Boston and Worcester
Buildings, .	•	•	•	•	•	Railroad Company.
Engines and cars,	•	•	•	•	•	)
M	משת את:	E DEBT	o o			
Amount of debts secu				hae hee	fron	
chise, or any pr	operty	of the (	Corpora	tion, per	last	db.07
Report, . Mortgage debt, paid s	in aa 1	+ Dan		•	•	\$97,500.00
				•	•	None.
Increase of mortgage Present amount of mo	ucut sii	dobto	report	•	,	
Number of mortgage			d from	hiao am	•	97,500.00
property of the C			ı ıranc	mise, or	any	One.

No accident to person or property.

IVERS PHILLIPS, WM. BUCKMINSTER, WILDER BUSH, STEPHEN MORSE, WM. F. ELLIS, JOHN WENZELL, SAMUEL BOYD, ALBERT BALLARD, J. S. WETHERBEE,

Directors of the Railroad Corporation.

MIDDLESEX, ss. December 19, 1860. Then personally appeared I. Phillips, Wm. Buckminster, Wilder Bush, Stephen Morse, Wm. F. Ellis, John Wenzell, Samuel Boyd, Albert Ballard, and J. S. Wetherbee, and severally made oath to the truth of the foregoing statement by them subscribed. Before

## Amherst, Belchertown and Palmer Railroad Company.

REPORT OF THE AMHERST, BELCHERTOWN AND PAL-MER RAILROAD CORPORATION FOR THE YEAR ENDING NOVEMBER 30, 1860.

[To be returned to the Secretary of the Commonwealth, together with 1.000 printed copies of the same, on or before the first Wednesday in January next. General Statutes, Chap. 63, Sections 132 to 135.]

By an Act of the Legislature, approved by the Governor, on the Twenty-Fifth day of March, A. D. 1858, The Amherst and Belchertown Railroad property, Real and Personal, was sold at public auction, under provision of two Mortgages upon their property, made by authority of said Company, to secure the payment of Bonds issued by said Company, and purchased by the holders of the Bonds, and a Company organized by the name of Amherst, Belchertown and Palmer Railroad Company, agreeably to said Act, with a capital stock of eighty-five thousand dollars, or 850 shares, all paid in, which is the cost of the Real and Personal property of the said Amherst, Belchertown and Palmer Railroad Company.

Total cost of road and equipment as above stated,
Amount of assets or property held by the corporation
in addition to the cost of the road,
Total present amount of debt, for locomotive,
Average rate of interest per annum, paid during the year,

6 per cent.

#### CHARACTERISTICS OF ROAD.

Length of road,
Length of single main track,
Length of double main track,
Length of branches owned by the Company, stating
whether they have a single or double track,
Aggregate length of sidings, and other tracks, excepting main tracks and branches,
Weight of rail per yard, in main road,
Maximum grade, with its length, in main road,
Total rise and fall in main road.

19 50-100 miles.
None.

8 doubt 2000 feet.
57 lbs.
67 fb. for about 3-4 miles.
7 doubt feet.

Shortest radius of curvature, with length of curve, in	**************************************
main road,	500 ft. radius, 400 ft. long.
Total degrees of curvature, in main road,	495°
Total length of straight line, in main road,	14 5-8 miles.
	375 feet.
Aggregate length of all other wooden bridges,	1.100 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides, -	None.
Number of public ways crossed at grade, Number of railroads crossed at grade,	18
Number of railroads crossed at grade,	One.
Remarks,	37
Way stations for express trains,	No express trains.
Way stations for accommodation trains,	Three.
Flag stations,	Two.
DOINGS DURING THE YEAR.	
Miles run by passenger trains,—all mixed trains,	18.660
Total miles run,	18.660
Number of passengers carried in the cars,	17.191
Number of passengers carried one mile, -	248.910
Number of tons of merchandise carried in the cars,	10.823
Number of tons of merchandise carried one mile,	152.408
Number of passengers carried one mile, to and from	102.100
other roads,	110.600
Number of tons carried one mile, to and from other	110.000
roads,	61.870
Rate of speed adopted for express passenger trains,	02.010
including stops,—no express trains run,	
Rate of speed adopted for accommodation trains,	20 miles per hour.
Rate of speed actually attained by accommodation	20 miles per nour.
trains, including stops and detentions,	20 miles per hour.
Estimated weight in tons of passenger cars (not inclu-	20 Miles per neur
ding passengers) hauled one mile,	335.880
Estimated weight in tons of merchandise cars (not in-	000.000
cluding freight) hauled one mile,	197.946
ordaning mengatry matricer one mine;	107.010
EXPENDITURES FOR WORKING THE ROAD.	
	}
For repairs of road, maintenance of way, exclusive of	
wooden bridges, and renewals of iron,	3800.07
For repairs of wooden bridges,	584.83
For wages of watchmen, average per month, \$26.00.	
Number of men employed, exclusive of those engaged	
in construction, 18.	
For removing ice and snow, (this item to include all	
labor, tools, repairs, and extra steam power used,) -	
Total for maintenance of way,	\$4384.90
MOTIVE POWER AND CARS.	
•	
For repairs of locomotives,	205.51
For new locomotives, to cover depreciation,	1327.69
For repairs of passenger and merchandise cars,	112.91
For new passenger cars, to cover depreciation,	None.
resource carry to cover defrectation,	Tronc.

For new merchandise cars, to cover depreciation, For repairs of gravel and other cars, Total for maintenance of motive power and cars, Number of engines, Number of passenger cars, Number of baggage cars, Number of merchandise cars, Number of gravel cars,	None. Nothing. Two. Two. Two. Ten. Two.	1646.11
MISCELLANEOUS.		
For fuel used by engines during the year, viz.: wood, by contract, For oil used by cars and engines, For waste and other material for cleaning, For salaries, wages and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, Car service, Miscellaneous account, For repairs of station buildings, acqueducts, fixtures, furniture, For renewals of iron, including laying down, For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, Western R. R. For amount paid other companies, as rent for the use of their roads, specifying each company, N. L., W. & P. R. R. Co. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items. Treasurer's salary, Total Miscellaneous,	1569.40 283.25 58 07 2217.92 2217.94 15.00 131.80 1271.87 Nothing. 665.00 8121.77 120.00	16.772.02
Total expenditures for working the road, Total amount of interest paid during the year,		22.803.03 402.00 23.205.03
For Passengers:—  1. On main road, including branches owned by company, 2. To and from other roads, specifying what, For Freight:— 1. On main road and branches owned by company, 2. To and from other connecting roads, U. S. Mails, Rents 68.25, Express 774.52, interest 29.16, Total in ome, Net earnings after deducting expenses,	10.687.7 16.244.8 1.060.0 871.9	0 0

DI	VIDEN	DS.			f		
6 per cent. Total, Surplus not divided, Surplus last year, Avails of sale of old lo Sale of land, Total surplus,	comoti	ve,		•		559.40 829.88 612.00 300.00	5.100 2.301.28
ESTIMATED DEPRECIAT	TION B	EYOND	RENEW.	ALS, VIZ	. :		
Of road and bridges, Buildings, Engines and cars,			•	:	· No	one. one. one.	
Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,							

No accidents have occurred during the year.

EDWARD DICKINSON, John LELAND, CALVIN BRIDGMAN, Directors of the Amberst, Belch'n & Palmer Railroad Company.

Hampshire, ss. December 28, 1860. Personally appeared the above named Edward Dickinson, John Leland, and Calvin Bridgman, and made oath that the foregoing return by them subscribed, is true, according to their best knowledge and belief. Before me,

W. A. DICKINSON, Justice of the Peace.

## TWENTY-FIRST ANNUAL REPORT

OF THE

BERKSHIRE RAIL ROAD COMPANY.

### REPORT

OF THE

#### Berkshire Rail Road Company.

Report of the Directors of the Berkshire Railroad Corporation for the year ending November 30, 1860.

Capital Stock,  Number of shares of capital stock issued, Increase of capital, since last Report,  Floating debt, per last Report,	\$600,000 6,000 None. None.
Cost of Road and Equipment.  For graduation and masonry, per last Report,	\$5.00,000
Total amount expended for passenger and baggage cars,  For agencies and other expenses, paid during the past year,	100,000 560
CHARACTERISTICS OF ROAD.  Length of road,	21 m. 11 ch. 56 lbs. per yard. 872 to 1090 ft. 1 m 2 ch 23 4 3
MOTIVE POWER AND CARS.  Number of engines,	6 4 80 8-wheeled.

INCOME DURING THE YEAR.

Leased to the Housatonic Railroad Company for 7 per cent. of capital.

DIVIDENDS.

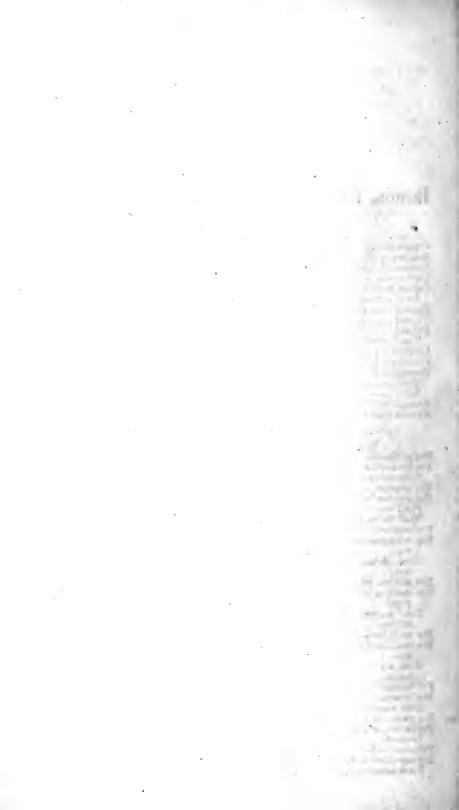
Per cent. Total, - - - - 7 per ct. paid quarterly.

C. W. HOPKINS, OLIVER PECK, I. SUMNER, Berkshire Railroad Corporation.

BERKSHIRE ss. December 25, 1860. Then personally appeared the said C. W. Hopkins and I. Sumner, and severally made oath to the truth of the foregoing statement by them subscribed. Before

SAM. B. SUMNER, Justice of the Peace.

Berkshire ss. December 25, 1860. Then personally appeared the said Oliver Peck, and made oath to the truth of the foregoing statement by him subscribed. Before EDWARD F. ENSIGN, Justice of the Peace.



OF THE DIRECTORS OF THE

# Boston, Barre & Gardner Railroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,	\$1,000,000
Number of shares of capital stock issued,	\$1,000,000
Increase of capital since last Report,	
Capital paid in, per last Report,	
Capital paid in since last Report,	None.
Total amount of capital stock paid in,	None.
Funded debt, per last Report,	
Funded debt, paid since last Report,	
Funded debt, increase of, since last Report,	
Total present amount of funded debt,	\ \ \
Floating debt, per last Report,	
Floating debt, paid since last Report,	\ \ \ \
Floating debt, increase of, since last Report, .	
Total present amount of floating debt,	
Total present amount of funded and floating debt,	
Average rate of interest per annum, paid during the year,	
Maximum amount of debts during the year,	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last Report,	)
For graduation and masonry, paid during the past year,	
Total amount expended for graduation and masonry,	
For wooden bridges, per last Report,	
For wooden bridges, paid during the past year,	
Total amount expended for wooden bridges, .	
Total amount expended for iron bridges, (if any),	
For superstructure, including iron, per last Report, .	1
For superstructure, including iron, paid during the past	
year,	
Total amount expended for superstructure, including	İ
iron,	
For stations, buildings and fixtures, per last Report,	
For stations, buildings and fixtures, paid during the past	İ
year,	
Total amount expended for stations, buildings and	
fixtures,	
For land, land-damages and fences, per last Report, .	
For land, land-damages and fences, paid during the past	
year,	
Total amount expended for land, land-damages and	No part of Road con-
fences,	structed.
For locomotives, per last Report,	
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last Report, .	
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	
For merchandise cars, per last Report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
•	

For engineering, per last Report, .	(
For engineering, paid during the past year,	
Total amount expended for engineering,	Donaut
For agencies and other expenses, per last For agencies and other expenses paid during	the past year.
Total amount expended for agencies and ot	
Total cost of road and equipment, .	
Amount of assets or property held by the	e corporation
in addition to the cost of the road,	
CHARACTERISTICS OF ROAD.	
Length of road,	
To the first term of the st	
Length of single main track, Length of double main track,	
Length of branches owned by the Comp	pany, stating
whether they have a single or double tr	
Aggregate length of sidings, and other trac	ks, excepting
main tracks and branches,  Weight of mil nor youd in main road	
Weight of rail per yard, in main road, Weight of rail per yard, in branch roads, (sp	ecify the dif-
ferent weights per yard,)	• •
Maximum grade, with its length, in main ro	ad, .
Maximum grade, with its length, in branch	roads, .
Total rise and fall in main road,  Total rise and fall in branch roads,	
Shortest radius of curvature, with length	of curve, in
main road,	
Shortest radius of curvature, with length	of curve, in
branch roads,	
Total degrees of curvature, in main road, Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridge Aggregate length of iron bridges,	·s,
Whole length of road unfenced on both side	·s,
Number of public ways crossed at grade,	
Number of railroads crossed at grade,	
Remarks,	
Way stations for accommodation trains,	
Flag stations.	
Whole number of way stations,	!
Whole number of flag stations,	
Doings during the Year.	
Miles run by passenger trains, .	
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,	
Number of passengers carried one mile,	
Number of passengers carried one mile, Number of tons of merchandise carried in t	he cars, .
Number of tons of merchandise carried one	mile,
Number of passengers carried one mile, to an roads.	na from other
Number of tons carried one mile, to and	from other
roads,	
Rate of speed adopted for express passenge	er trains, in-
cluding stops,	ovpress pas
senger trains, including stops and deten	tions.
Rate of speed adopted for accommodation to	rains,
Rate of speed actually attained by accommod	
including stops and detentions, .	

Length of road, thirty-five miles and 3719 ft.

Average rate of speed actually including stops and deten		ed by sp	ecial ți	ains,
Average rate of speed adopted	for fre	eight tra	ins, in	clud-
ing stops, . Estimated weight in tons of p	assenge	er cars (	not in	elud-
ing passengers) hauled one Estimated weight in tons of	e mue, mercha	ndisa es	rs (no	t in-
cluding freight) hauled or			(110	
ordaning recignity recursion or	,	•	•	Ť
EXPENDITURES FOR W				_ [
For repairs of road, mainten			xclusiv	ve of
wooden bridges, and rene		iron,	•	•
For repairs of wooden bridges For wages of switchmen, aver		month		.
For wages of gate-keepers ave	age per	r month	. ^φ	1 = 1
For wages of gate-keepers, aver For wages of signal-men, aver	age per	month.	`. <del>\$</del>	\ \fo
For wages of watchmen, avera	ige per	month,	\$	
Number of men employed, exc	clusive	of those	engag	ed in
construction, .				
For removing ice and snow,	(this	item to	includ	e all
labor, tools, repairs, and	extra st	eam-poy	ver use	(a,)
For repairs of fences, gates, he			-men,	gate-
keepers, switchmen, tool-l Total for maintenance of wa		•	•	
Total for maintenance of we	·y,	•	•	•
Motive Power	AND (	CARS.		,
For repairs of locomotives,	•			.
For new locomotives, to cover	depreci	ation,	•	•
For repairs of passenger cars,	٠,	•. ,.	•	
For new passenger cars, to cor For repairs of merchandise car	ver depi	reciation	٠,	•
For new merchandise cars, to	rs, cover d	oprociati	ion	٠
For repairs of gravel and other	r cars.	cprcciae.		•
Total for maintenance of mo		wer and	cars.	
Number of engines, .			•	
Number of passenger cars,		•	•	
Number of baggage cars.	•	•	•	
Number of merchandise cars,	•	•	•	
Number of gravel cars,	•	•	•	
				- 1
Miscella	NEOUS.			
For fuel used by engines during	ig the y	rear, viz	.:	
Wood, number of cords, -	<del>_</del> (	Cost of	the san	ne,
Coal, number of tons, (red	ckoning	2,240	lbs. to	the
ton,) — Cost of same For oil used by cars and engin		•	•	•
For waste and other material f		ino	•	
For salaries, wages and incide	ental ex	xpenses.	charg	eable
to passenger department,	•	•	•	
For salaries, wages and incider	ntal exp	enses, cl	hargeat	le to
freight department,	•			
For gratuities and damages,	•	•	•	. ]
For taxes and insurance,	•	•	•	-
For ferries, For repairs of station building	יים פינים	duete fi	vtures	fur.
niture,	,, aque		Atures,	Tur-
For renewals of iron, including	g lavin	g down.	•	:
For new iron laid down, dedu	cting tl	he value	of old	iron
taken up,				.
For amount paid other compar	nies, in	tolls for	r passer	ngers
and freight carried on th	eir roa	ds, spec	eifying	each
company,		· .		
For amount paid other compare			use of	tneir
roads, specifying each con	upany,	•		•

For salaries of Presi	dent	Treasur	er. Su	perinten	dent.	
law expenses, offi						
and all other expe						
	enses i	iot inci	uueu 11	i any c	n the	
foregoing items,	•	•	•	•	•	
Total miscellaneous,		• _	•_	•	•	
Total expenditures for	worki	ng the r	oad,		•	
Total amount of intere				ar,		
	_				-	
INCOME	DURIN	G THE	YEAR.		1	
For Passengers:						
1. On main road inclu	ding b	ranches	owned	by com	pany.	
2. To and from other						
For Freight:	Loudby	opcom,		, .		
1. On main road and	hranch	oe owne	d by co	mnanv		
				inpuny,	•	
2. To and from other	connec	ring ros	us,	•		
U. S. Mails, .	•	•	•	•	•	
Rents,	•	•	•	•	•	
Total income,	· .	•	•	•	•	
Net earnings, after dec	ducting	g expens	ses,	•	•	
	Divii	ENDS.				
per cent. Total,			•			
Surplus not divided,						
Surplus last year,						
Total surplus,						
zotar sarp-as,	•	-				
ESTIMATED DEPRECIA:	TION B	EVOND	HE REI	TEWALS.	VIZ.:	
Of road and bridges,				· · · · · · · · · · · · ·		
T) '1 1'	•	•	•	•	•	
	•	•	•	•	.	
Engines and cars,	•	•	•	•	•	
3.5		n				
		E DEB		, .		
Amount of debts secu						
chise, or any pro	operty	of the	Corpor	ation, p	er last	
Report, .		•	•	•	. }	
Mortgage debt, paid s	ince la	$_{ m st}$ Repo	rt,	•		
Increase of mortgage	debt si	nce last	Report	t, .	.	
Present amount of mo	ortgage	debts.				
Number of mortgage	es on	road an	ıd fran	chise, c	r anv	
property of the	Corner	ation.				
property or the c	or Por	,	•	•	• 1	

The Boston, Barre, and Gardner Railroad Company, respectfully represent that they have made no progress towards the construction of said road since their last Report.

JOHN BROOKS, SAMUEL DAVIS, W. A. WHEELER, H. N. TOWER, GEORGE T. RICE. REJOICE NEWTON, JOAB S. HOLT,

Directors of the Boston, Barre & Gardner Railroad Corporation.

WORCESTER, SS. December, 28, 1860.

Then personally appeared John Brooks, Samuel Davis, Wm. A. Wheeler, H. N. Tower, George T. Rice, Rejoice Newton, and severally made oath that the foregoing statement by them subscribed, is true, according to their best knowledge and belief.

Before

JOAB S. HOLT, Justice of the Peace.

Worcester, ss. December 28, 1860.

Then personally appeared Joab S. Holt, and made oath that the foregoing statement by him subscribed, is true, according to his best knowledge and belief.

Before me,

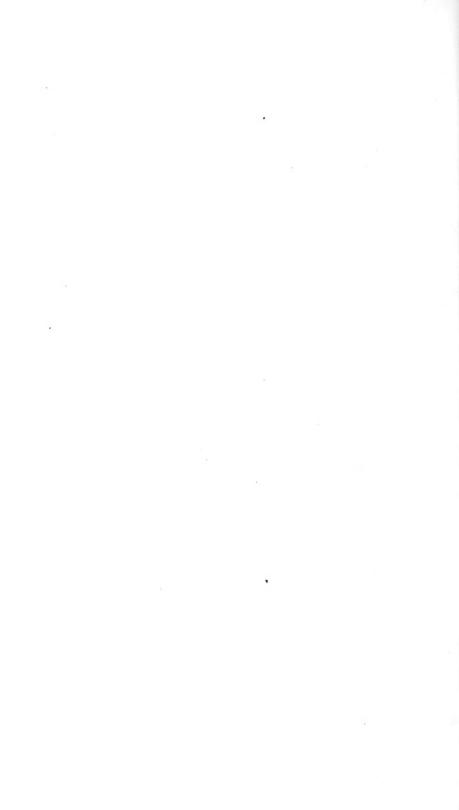
OF THE

#### DIRECTORS

OF THE

Boston and Lowell Bailroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.



## REPORT .

OF THE

## DIRECTORS

OF THE

# Boston and Towell Zailroad Corporation,

For the year ending November 30, 1860.

1. Capital Stock, 2. No. of shares of capital stock issued, 3. Increase of capital, since last Report, 4. Capital paid in per last Report, \$1,830,000.00		\$1,830,000.00
5. Capital paid in since last Report, 6. Total amount of capital stock paid in, 7. Funded debt, per last Report, 9. Funded debt, paid since last Report, 10. Total present amount of funded debt, 11. Floating debt, per last Report, 12. Floating debt, paid since last Report, 13. Floating debt, paid since last Report, 14. Floating debt, paid since last Report, 15.02.00 16. Floating debt, increase of, since last Report, 16. Total present amount of funded debt, 17. Floating debt, per last Report, 18. Floating debt, paid since last Report, 18. Floating debt, increase of, since last 18. Floating debt, increase of, since last 18. Floating debt, increase of, since last 18. Floating debt, increase of, since last	\$440,000.00	
14. Total present amount of floating debt, -	3,863.50	
<ul> <li>15. Total present am't of funded and floating debt,</li> <li>16. Average rate of interest per annum, paid during the year, - six per cent.</li> <li>17. Maximum am't of debts during the</li> </ul>		443,863.50
year, \$445,365.50 Surplus, Contra,		431,332.82
		\$2,705,196.32
Cost of Road and Equipment.  18. For graduation and masonry, per last Report,  19. For graduation and masonry, paid during the past year,	\$453,117.14	
20. Total amount expended for graduation and masonry,	119,557.16	\$ 453,117.14
22. For wooden bridges, paid during the past year, 23. Total amount expended for wooden bridges, 24. Total am't expended for iron bridges (if any), 25. For superstructure, including iron, per last		119,557.16
Report,	367,824.62	
<ul> <li>Total amount expended for superstructure, including iron.</li> <li>-</li> <li>For stations, buildings and fixtures, per last</li> </ul>		367,824.62
Report,	852,591.98	

		i
29. For stations, buildings and fixtures, paid during the past year,		
30. Total amount expended for stations, buildings and fixtures,		\$852,591.68
31. For land, land-damages and fences per last Report, -	<b>\$404,</b> 797.46	
32. For land, land-damages and fences, paid during the past year,	# ** ·	
33. Total amount expended for land, land-damages and fences, -		404,797.46
34. For locomotives, per last Report,	92,801.76	101,1011120
35. For locomotives, paid during the past year, - 36. Total amount expended for locomotives, -	24 204 75	92,801.76
37. For passenger and baggage cars, per last Report, 38. For passenger and baggage cars, paid during the past year,	34,204.75	
39. Total amount expended for passenger, and baggage cars,		34,204.75
40. For merchandise cars, per last Report,	56,338.85	01,201110
41. For merchandise cars, paid during the past year, 42. Total amount expended for merchandise cars,		56,338.85
43. For engineering, per last Report, 44. For engineering, paid during the past year,	47,359.07	47 070 07
45. Total amount expended for engineering, -46. For agencies and other expenses, per last Report,		47,359.07
47. For agencies and other expenses, paid during the past year,		
48. Total amount expended for agencies and other expenses, -		
49. Total cost of road and equipment,		\$2,428,592.79
50. Amount of assets or property held by the Corporation in addition to the cost of the		976 609 59
road,		276,603.53
		\$2,705,196.32
CHARACTERISTICS OF ROAD. 51. Length of road 263 miles.		
52. Length of single main track, - none. 53. Length of double main track, - 26\frac{3}{4} miles.		
54. Length of branches owned by the Company, stating whether they have a single or double		
track, 13 miles, -585 ft. 55. Aggregate length of sidings, and other		
tracks, excepting main tracks and branches, 16 miles,—3824 ft 56. Weight of rail, per yard, in main road,		
56 to 63 lbs 57. Weight of rail, per yard, in branch road,		
(specify the different weights per yard,) 56 lbs.		
58. Maximum grade, with its length, in main road, - 10 ft. per mile, 6 28-100 miles.		
59. Maximum grade, with its length, in branch roads, - 54 ft. per mile, 5,000 ft.		
60. Total rise and fall in main road, 189 93-100 ft. 61. Total rise and fall in branch roads, 73 54-100 ft.		
62. Shortest radius of curvature, with length of curve, in main road, 1,654 ft., 2,800 ft. radius.		
	,	

63. Shortest radius of curvature, with length of curve, in branch roads, 662 ft. 1,957 ft. radius.
64. Total degrees of curvature, in main road, 665 degrees, -
65. Total degrees of curvature, in branch roads,
66. Total length of straight line, in main road, 18 miles. 2,144 ft.
67. Total length of straight line, in branches, 1 mile, I,811 ft.
68. Aggregate length of wooden truss bridges,
69. Aggregate length of all other wooden bridges,
70. Aggregate length of iron bridges, - none. 71. Whole length of road unfenced on both sides,
none
<ul><li>72. Number of public ways crossed at grade,</li><li>73. Number of railroads crossed at grade,</li><li>none.</li></ul>
74. Remarks,
<ul><li>75. Way stations for express trains.</li><li>76. Way stations for accommodation trains,</li><li>9.</li></ul>
77. Flag stations, 13.
78. Whole number of way stations,
79. Whole number of flag stations,
Doings During the Year.
80. Miles run by passenger trains 200,257.
80. Miles run by passenger trains 200,257. 81. Miles run by freight trains, - 183,720.
82. Miles run by other trains,
83. Total miles run 383.977.
84. Number of passengers carried in the cars, 705,433.
85. Number of passengers carried one mile, 8,752,643.
86. Number of tons of merchandise carried in the cars, 449,285.
87. Number of tons of merchandise carried one mile, 7,945,955.
88. Number of passengers carried one mile, to and from other roads, 3,133,324.
89. Number of tons carried one mile, to and from other roads, - 5,054,879.
90. Rate of speed adopted for express passenger trains, including stops,
91. Average rate of speed actually attained by express passenger trains, including stops
and detentions, - 92. Rate of speed adopted for accommodation
trains, - 25 miles per hour.  93. Rate of speed actually attained by accom-
modation trains, including stops and detentions, - 25 miles per hour.  94. Average rate of speed actually attained by
special trains, including stops and deten-
95. Average rate of speed adopted for freight trains, including stops, 10 miles per hour.
96. Estimated weight in tons of passenger cars (not including passengers) hauled one mile,

\$48,505.01 18,166.23 } Tet 7,062.78 } J.T	
371,14	
9,867.60	
	\$83,972.76
24,249.76	
11,446.53	
17,286.96	
	52,983.25
36,434.02	
7,439.70	
34,894.23	
50,904.05	
9,202.98	
10.409.68 20,346,91	
	18,166.23   7,062.78 371,14 9,867.60  24,249.76 11,446.53 17,286.96  36,434.02 7,439.70 34,894.23 50,904.05 1,869.79 9,202.98 10.409.68

pany,	neir roads, spe	cifying ea	ch cor -	n-	\$39	9,31	6.5	20		
the above	of president, to w expenses, of offices, and a d in any of the	ffice exp	enses expens	of es	2	3,12	5.	14		
135. Total Miscella	aneous, -	-	-	-	-	-		-	\$233,94	2,70
136. Total expendi 137. Total amount				ır,	-		-	-	\$370,89 25,89	
138. For Passenge:	E DURING THE								\$396,74	15.73
by compa 2. To and fi 139. For Freight:	om other road —	s,	- }		21	6,46	39.	28		
company,	rom other conr	ecting ro	- }			2,30 6,79 3,31	20.	58		
142. Total incom		-	_	-	_	-		<u></u>	<b>\$</b> 568,8	07.04
143. Net earnings interest,	after deducti	ing exper	ises, a	nd	-	-	-	_	\$172,0	61.31
144. $7\frac{1}{2}$ per cent.	DIVIDENDS. Total, -	-	-	-	-	-	-	-	137,2	50.00
145. Surplus not 146. Surplus last			-	-	-	-	-	-	34,8 396,5	11.31 21. <b>5</b> 1
	nis, - nich is to be o y 1, 1861,	- deducted	- divide -	nd.	-	-	-	-	\$431,3 73,2	32.82 00.00
Surplus,		_	-	_	_	_	_	_	\$358,1	
ESTIMATED DEPI		OND THE	RENE	w-						
148. Of road and b 149. Buildings, 150. Engines and		-	- -	-		one	•			
<ul> <li>151. Amount of road and f Corporation</li> <li>152. Mortgage del</li> <li>153. Increase of m</li> <li>154. Present amount</li> <li>155. Number of m</li> </ul>	ranchise, or ar n, per last repo ot paid since la nortgage debt s unt of mortgag	by more type by the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property o	ty of t - report, ranchi	:he    -  -  -	N	one	•			

ACCIDENTS DURING THE YEAR ENDING Nov. 30, 1860.

1860.

- Jan. 28. Mr. Kimball, a passenger from East Concord, N. H., received severe injuries in consequence of a car running off the track in East Cambridge.
- Feb. 14. John Fuller, brakeman on Woburn freight train, fell from a dumping car and broke his collar bone.
- Mar. 12. Alpheus H. Buttrick, fell from the platform at the Billerica and Tewksbury Station, under an approaching train and received fatal injuries. His fall was supposed to have been caused by sudden dizziness.
- May 10. Ira D. Richardson was run down by a train while walking upon the track near Winchester, and received fatal injuries.
- May 18. Melville Hanscom received fatal injuries from attempting to get upon a train in motion, in Lowell.
- July 4. Mrs. Lydia Clark received severe injuries from stepping off the train in motion at Mace's Crossing, near Tewksbury, on the Lowell and Lawrence Railroad.
- July 14. Daniel Murphy, while walking upon the track in Cambridge, was run down by a train and received fatal injuries.
- Aug. 20. Mr. Hawkes, while walking upon the track in Cambridge, was struck by a train and received severe injuries.
- Aug. 22. Daniel Kelley, brakeman on Woburn freight, was knocked from his train by a bridge and lost an arm.
- Nov. 8. Don Carlos Hoyt, brakeman on passenger train approaching Lowell from Boston, after dark, accidentally fell from the forward part of the train, after his brakes were put on. He received severe contusions, but has since recovered.
  - The rear part of the same train, which had previously been detached to switch off upon the Nashua track, overtook the forward cars, after the brakeman fell, and a collision resulted; by which master Frank Gordon had one leg broken, and received other severe injuries.
- Nov. 17. Samuel M. Hale fell in a fit from the platform of a car, while the train was in motion, in Lowell, and received fatal injuries.

F.B. CROWNINSHIELD, J. G. ABBOTT, WM. MINOT, JR., GEO. W. LYMAN,

Directors of the Boston and Lowell Railroad Corporation.

Suffolk, ss. December 31, 1860. Then personally appeared F. B. Crowninshield, J. G. Abbott, William Minot, Jr., and George W. Lyman, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

J. THOS. STEVENSON, Justice of the Peace.

#### TWENTY-SIXTH ANNUAL REPORT

OF THE

### BOSTON AND MAINE RAILROAD.

Report of the Directors of the Boston and Maine Railroad Corporation, for the year ending November 30, 1860.

1 Capital stock, 2 Number of shares of capital stock issued, 3 Increase of capital, since last report, 4 Capital paid in, per last report, 5 Capital paid in, since last report, 6 Total amount of capital stock paid in, 7 Funded debt, per last report, 8 Funded debt, per last report, 9 Funded debt, increase of, since last report, 10 Total present amount of funded debt, 11 Floating debt, per last report, 12 Floating debt, per last report, 13 Floating debt, paid since last report, 14 Total present amount of funded and floating debt, 15 Total present amount of funded and floating debt, 16 Average rate of interest per annum, paid during the year, 17 Maximum amount of debts during the year, 18 For graduation and masonry, per last report, 19 For graduation and masonry, per last report, 19 Total amount expended for graduation and masonry, 20 Total amount expended for wooden bridges, 21 Total amount expended for iron bridges, 22 For wooden bridges, paid during the past year, 23 Total amount expended for iron bridges, (if any,) 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, per last report, 27 Total amount expended for superstructure, including iron, per last report, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
2 Number of shares of capital stock issued, 3 Increase of capital, since last report, 4 Capital paid in, per last report, 5 Capital paid in, since last report, 6 Total amount of capital stock paid in, 7 Funded debt, per last report, 8 Funded debt, par last report, 9 Funded debt, par last report, 10 Total present amount of funded debt, 11 Floating debt, per last report, 12 Floating debt, per last report, 13 Floating debt, per last report, 14 Total present amount of funded debt, 15 Total present amount of floating debt, 16 Average rate of interest per annum, paid during the year, 17 Maximum amount of debts during the year, 18 For graduation and masonry, per last report, 19 For graduation and masonry, paid during the past year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, per last report, 23 Total amount expended for iron bridges, 24 Total amount expended for iron bridges, 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, per last report, 27 Total amount expended for superstructure, including iron, paid during the past year, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
3 Increase of capital, since last report, 4 Capital paid in, per last report, 5 Capital paid in, since last report, 6 Total amount of capital stock paid in, 7 Funded debt, per last report, 8 Funded debt, paid since last report, 9 Funded debt, paid since last report, 10 Total present amount of funded debt, 11 Floating debt, per last report, 12 Floating debt, per last report, 13 Floating debt, paid since last report, 14 Total present amount of floating debt, 15 Total present amount of floating debt, 16 Average rate of interest per annum, paid during the year, 17 Maximum amount of debts during the year, 18 For graduation and masonry, per last report, 19 For graduation and masonry, paid during the past year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for iron bridges, 24 Total amount expended for wooden bridges, 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, per last report, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during 29 For stations, buildings and fixtures, paid during 30 Total amount expended for superstructure, including iron, 371,468 50 Nothing. 371,468 51 Nothing. 371,468 51 Nothing. 371,468 52 Nothing. 371,468 52 Nothing. 371,468 52 Nothing. 371,468 53 Nothing. 371,468 53 Nothing. 371,468 54 Nothing. 371,468 55 Nothing. 371,468 55 Nothing.
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10 Total present amount of funded debt,
11 Floating debt, per last report, 12 Floating debt created since last report, 13 Floating debt, paid since last report, 14 Total present amount of floating debt, 15 Total present amount of floating debt, 16 Average rate of interest per annum, paid during 17 the year, 18 For graduation and masonry, per last report, 19 For graduation and masonry, per last report, 19 For graduation and masonry, paid during the past 19 year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for wooden bridges, 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
12 Floating debt created since last report, 13 Floating debt, paid since last report, 14 Total present amount of floating debt, 15 Total present amount of funded and floating debt, 16 Average rate of interest per annum, paid during the year, 17 Maximum amount of debts during the year, 18 For graduation and masonry, per last report, 19 For graduation and masonry, paid during the past year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, paid during the past year, 29 For stations, buildings and fixtures, paid during the past year, 20 Total amount expended for superstructure, including iron, paid during the past year, 28 For stations, buildings and fixtures, paid during the past year, 29 For stations, buildings and fixtures, paid during
13 Floating debt, paid since last report, 14 Total present amount of floating debt, 15 Total present amount of funded and floating debt, 16 Average rate of interest per annum, paid during the year, 17 Maximum amount of debts during the year, 18 For graduation and masonry, per last report, 19 For graduation and masonry, paid during the past year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for wooden bridges, 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
14 Total present amount of floating debt,
15 Total present amount of funded and floating debt, 16 Average rate of interest per annum, paid during the year,
16 Average rate of interest per annum, paid during the year, 17 Maximum amount of debts during the year, 18 For graduation and masonry, per last report, 19 For graduation and masonry, paid during the past year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, paid during 29 For stations, buildings and fixtures, paid during 30 Source 30 Source 31 Source 32 Source 33 Source 34 Source 35 Source 36 per cent. 359,920 00 36 Source 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55 371,468 55
the year,  17 Maximum amount of debts during the year,  Cost of Road and Equipment.  18 For graduation and masonry, per last report,  19 For graduation and masonry, paid during the past year,  20 Total amount expended for graduation and masonry,  21 For wooden bridges, per last report,  22 For wooden bridges, paid during the past year,  23 Total amount expended for wooden bridges,  24 Total amount expended for iron bridges,  25 For superstructure, including iron, per last report,  26 For superstructure, including iron, paid during the past year,  27 Total amount expended for superstructure, including iron,  28 For stations, buildings and fixtures, per last report,  29 For stations, buildings and fixtures, paid during
Cost of Road and Equipment.  18 For graduation and masonry, per last report, 19 For graduation and masonry, per last report, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, per last report, 23 Total amount expended for wooden bridges, 24 Total amount expended for wooden bridges, 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, per last report, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during the past year, 29 For stations, buildings and fixtures, paid during the past year, 29 For stations, buildings and fixtures, paid during the past year, 29 For stations, buildings and fixtures, paid during the past year, 20 Total amount expended for superstructure, including iron, paid during the past year, 20 Total amount expended for superstructure, including iron, paid during the past year, 20 Total amount expended for superstructure, including iron, paid during the past year, 21 For stations, buildings and fixtures, paid during the past year, 22 Total amount expended for superstructure, including iron, paid during the past year, 23 Total amount expended for superstructure, including iron, paid during the past year, 24 Total amount expended for superstructure, including iron, paid during the past year, 25 Total amount expended for superstructure, including iron, paid during the past year, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, paid during the past year, 28 For stations, buildings and fixtures, paid during the past year, 29 For stations, buildings and fixtures, paid during the past year, 29 For stations, buildings and fixtures, paid during the past year, 29 For stations and masonry, paid during the past year, 29 For station and masonry, paid during the past year, 29 For station
Cost of Road and Equipment.  18 For graduation and masonry, per last report, 19 For graduation and masonry, paid during the past year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, (if any,) 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
18 For graduation and masonry, per last report, 19 For graduation and masonry, paid during the past year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
18 For graduation and masonry, per last report, 19 For graduation and masonry, paid during the past year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
19 For graduation and masonry, paid during the past year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, (if any,) 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
year, 20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, (if any,) 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
20 Total amount expended for graduation and masonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, (if any,) 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
sonry, 21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, (if any,) 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
21 For wooden bridges, per last report, 22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, (if any), 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
22 For wooden bridges, paid during the past year, 23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, (if any), 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
23 Total amount expended for wooden bridges, 24 Total amount expended for iron bridges, (if any,) 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
24 Total amount expended for iron bridges, (if any,) 25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
25 For superstructure, including iron, per last report, 26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during 29 For stations, buildings and fixtures, paid during
26 For superstructure, including iron, paid during the past year, 27 Total amount expended for superstructure, including iron, 28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during
the past year,  27 Total amount expended for superstructure, including iron,  28 For stations, buildings and fixtures, per last report,  29 For stations, buildings and fixtures, paid during
<ul> <li>27 Total amount expended for superstructure, including iron,</li> <li>28 For stations, buildings and fixtures, per last report,</li> <li>29 For stations, buildings and fixtures, paid during</li> </ul>
cluding iron,
28 For stations, buildings and fixtures, per last report, 29 For stations, buildings and fixtures, paid during 520,722 78
port, 520,722 78 29 For stations, buildings and fixtures, paid during
29 For stations, buildings and fixtures, paid during
the nest weer
the past year, Nothing.  30 Total amount expended for stations, buildings
and fixtures,

31 For land, land-damages and fences, per last rep't,	815,512 29
32 For land, land-damages, and fences, paid during	010,012 20
the past year,	'Nothing.
33 Total amount expended for land, land-damages	
and fences,	815,512 29
34 For loco rotives, per last report,	171,480 00
35 For locomotives, paid during the past year, .	27,038 00
36 Total amount expended for locomotives, .	198,518 00
37 For passenger and baggage cars, per last report,	67,695 00
38 For passenger and baggage cars, paid during	
the past year, [\$13,991, charged for depreciation	10 000 00
\$1,368; balance,]	12,623 00
39 Total amount expended for passenger and bag-	00.010.00
gage cars,	80,318 00
40 For merchandise cars, per last report,	133,882 00
41 For merchandise cars, paid during the past year,	12,015 00
42 Total amount expended for merchandise cars, .	145,897 00
43 For engineering, per last report,	(Included in a manaing &ra
44 For engineering, paid during the past year,	Included in agencies, &c.
45 Total amount expended for engineering,	272,388 94
46 For agencies and other expenses, per last report, 47 For agencies and other expenses, paid during	212,000 54
the past year,	Nothing.
48 Total amount expended for agencies and other	Troming.
expenses,	272,388 94
50 Amount of assets or property held by the corporation, in addition to the cost of the road, [after deducting dividend payable January 1, 1861, of \$166,228, monthly balances due other roads, &c., of \$66,155 36, and floating debt of	
92,720,]	389,289 83
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Characteristics of Road.	
	74 26-100th miles.
CHARACTERISTICS OF ROAD.  51 Length of road,	74 26-100th miles. 46 47-100th miles.
CHARACTERISTICS OF ROAD.  51 Length of road,	74 26-100th miles.
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; in
CHARACTERISTICS OF ROAD.  51 Length of road,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.
CHARACTERISTICS OF ROAD.  51 Length of road,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; in all, 8 79-100th miles.
CHARACTERISTICS OF ROAD.  51 Length of road,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; in all, 8 79-100th miles.  21 9-10th miles.
CHARACTERISTICS OF ROAD.  51 Length of road,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; in all, 8 79-100th miles.  21 9-10th miles.  Nearly 3 miles, 48 lbs.
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road, 57 Weight of rail, per yard, in branch roads, (speci-	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; in all, 8 79-100th miles.  21 9-10th miles.  Nearly 3 miles, 48 lbs. balance 56 to 60.
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; in all, 8 79-100th miles.  21 9-10th miles.  Nearly 3 miles, 48 lbs. balance 56 to 60.  48, 56, 58 and 60 lbs.
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road, 57 Weight of rail, per yard, in branch roads, (speci-	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; in all, 8 79-100th miles.  21 9-10th miles.  Nearly 3 miles, 48 lbs. balance 56 to 60.  48, 56, 58 and 60 lbs. 47½ feet per mile, for 77
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road, 57 Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 58 Maximum grade, with its length, in main road,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; in all, 8 79-100th miles.  21 9-10th miles.  Nearly 3 miles, 48 lbs. balance 56 to 60.  48, 56, 58 and 60 lbs. 47½ feet per mile, for 77  100th miles.
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road, 57 Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 58 Maximum grade, with its length, in main road, 59 Maximum grade, with its length, in branch roads,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles. 1 4-100 mile double; i all, 8 79-100th miles. 21 9-10th miles. Nearly 3 miles, 48 lbs balance 56 to 60. 48, 56, 58 and 60 lbs. 47½ feet per mile, for 77 100th miles. 36 ft. for 1 40-100th miles.
CHARACTERISTICS OF ROAD.  51 Length of road,  52 Length of single main track,  53 Length of branches owned by the company, stating whether they have a single or double track,  54 Aggregate length of sidings, and other tracks, excepting main tracks and branches,  55 Weight of rail, per yard, in main road,  56 Weight of rail, per yard, in branch roads, (specify the different weights per yard,)  58 Maximum grade, with its length, in main road,  59 Maximum grade, with its length, in branch roads, 60 Total rise and fall in main road,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; i all, 8 79-100th miles.  21 9-10th miles. Nearly 3 miles, 48 lbs balance 56 to 60.  48, 56, 58 and 60 lbs. 47½ feet per mile, for 77 100th miles. 36 ft. for 1 40-100th miles. 1498 feet.
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road, 57 Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 58 Maximum grade, with its length, in main road, 59 Maximum grade, with its length, in branch roads, 60 Total rise and fall in main road, 61 Total rise and fall in branch roads,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; i all, 8 79-100th miles.  21 9-10th miles.  Nearly 3 miles, 48 lbs balance 56 to 60.  48, 56, 58 and 60 lbs. 47½ feet per mile, for 77  100th miles. 36 ft. for 1 40-100th miles. 1498 feet. 146 feet.
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road, 57 Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 58 Maximum grade, with its length, in main road, 59 Maximum grade, with its length, in branch roads, 60 Total rise and fall in main road, 61 Total rise and fall in branch roads, 62 Shortest radius of curvature, with length of curve	74 26-100th miles. 46 47-100th miles. 27 79-100th miles.  1 4-100 mile double; i all, 8 79-100th miles.  21 9-10th miles.  Nearly 3 miles, 48 lbs balance 56 to 60.  48, 56, 58 and 60 lbs. 47½ feet per mile, for 77  100th miles. 36 ft. for 1 40-100th miles. 1498 feet. 146 feet. 1050 feet radius; lengt
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road, 57 Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 58 Maximum grade, with its length, in main road, 59 Maximum grade, with its length, in branch roads, 60 Total rise and fall in main road, 61 Total rise and fall in branch roads, 62 Shortest radius of curvature, with length of curve, in main road,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles. 1 4-100 mile double; is all, 8 79-100th miles. 21 9-10th miles. 31 9-10th miles. 48 1bs balance 56 to 60. 48, 56, 58 and 60 lbs. 47½ feet per mile, for 77 100th miles. 36 ft. for 1 40-100th miles. 1498 feet. 146 feet. 1050 feet radius; lengt
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road, 57 Weight of rail, per yard, in branch roads, (speci- fy the different weights per yard,) 58 Maximum grade, with its length, in main road, 59 Maximum grade, with its length, in branch roads, 60 Total rise and fall in main road, 61 Total rise and fall in branch roads, 62 Shortest radius of curvature, with length of curve, in main road, 63 Shortest radius of curvature, with length of curve,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles. 1 4-100 mile double; in all, 8 79-100th miles. 21 9-10th miles. 21 9-10th miles. 30 miles, 48 lbs. 30 talance 56 to 60. 48, 56, 58 and 60 lbs. 47½ feet per mile, for 77 100th miles. 36 ft. for 1 40-100th miles. 1498 feet. 146 feet. 1150 feet radius; lengt 1150 feet radius; lengt
CHARACTERISTICS OF ROAD.  51 Length of road, 52 Length of single main track, 53 Length of double main track, 54 Length of branches owned by the company, stating whether they have a single or double track, 55 Aggregate length of sidings, and other tracks, excepting main tracks and branches, 56 Weight of rail, per yard, in main road, 57 Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 58 Maximum grade, with its length, in main road, 59 Maximum grade, with its length, in branch roads, 60 Total rise and fall in main road, 61 Total rise and fall in branch roads, 62 Shortest radius of curvature, with length of curve, in main road,	74 26-100th miles. 46 47-100th miles. 27 79-100th miles. 1 4-100 mile double; in all, 8 79-100th miles. 21 9-10th miles. 31 9-10th miles. 48 1bs. 40 balance 56 to 60. 48, 56, 58 and 60 lbs. 47 feet per mile, for 77 100th miles. 36 ft. for 1 40-100th miles. 1498 feet. 146 feet. 1050 feet radius; lengt

,	
66 Total length of straight line, in main road,	. 49 73-100th miles.
67 Total length of straight line, in branches,	. 5 81-100th miles.
68 Aggregate length of wooden truss bridges,	. 2612 feet.
69 Aggregate length of all other wooden bridges.	7007 feet.
70 Aggregate length of iron bridges, .	None.
71 Whole length of road unfenced on both sid	
[except that otherwise guarded.,]	. 13 miles.
	. 95
72 Number of public ways crossed at grade, 73 Number of railroads crossed at grade, .	. I horse and 5 steam.
73 Number of Tamoads crossed at grade,	None.
	None.
75 Way stations for express trains,	
76 Way stations for accommodation trains,	. 20
77 Flag stations,	. 7
	. 20
79 Whole number of flag stations, .	
Doings during the Year.	
80 Miles run by passenger trains,	. 412,728
81 Miles run by freight trains,	. 185,442
82 Miles run by other trains	22,693
83 Total miles run,	. 620,863
84 Number of passengers carried in the cars,	1,893,185
85 Number of passengers carried one mile,	. 28,753,129
86 Number of tons of merchandise carried in the c	ars, 293,749
87 Number of tons of merchandise carried one m	nile, 8,209,637
88 Number of passengers carried one mile, to a	
from other roads,	. 8,701,999
89 Number of tons carried one mile, to and fr	
other roads,	2,952,496
90 Rate of speed adopted for express passen	
trains, including stops,	. 35 miles per hour.
91 Average rate of speed actually attained by	
press passenger trains, including stops and	
tentions,	. 34 miles per hour.
92 Rate of speed adopted for accommodation tra	
93 Rate of speed actually attained by accommo	
tion trains, including stops and detentions,	. 23 miles per hour.
94 Average rate of speed actually attained by s cial trains, including stops and detentions,	20 miles per hour.
95 Average rate of speed adopted for freight training stone	
including stops,	12 miles per hour.
96 Estimated weight in tons of passenger cars, (	
including passengers,) hauled one mile,	. 10,464,368
97 Estimated weight in tons of merchandise ca	
(not including freight,) hauled one mile,	. 15,487,797
T 177 D	
Expenditures for Working the Road.	,
98 For repairs of road, maintenance of way, exc	
sive of wooden bridges, and renewals of iro	
99 For repairs of wooden bridges, .	. 18,164 04
100 For wages of switchmen, average	*
per month, \$24 30	
101 For wages of gate-keepers, average	
per month,	21,223 12
102 For wages of signal-men, average	1,223 12 E
per month,	
103 For wages of watchmen, average	
per month, 31 34	

TOA NY LANGE CONTRACTOR OF Allege	
104 Number of men employed, exclusive of those	215
engaged in construction.	615
105 For removing ice and snow,	719 14
106 For repairs of fences, gates, houses for signal-	
men, gate-keepers, switchmen, tool-houses,	4,067 87
107 Total for maintenance of way,	\$132,381 62
	, , , , , , , , , , , , , , , , , , , ,
MOTIVE POWER AND CARS.	-
Horse power,	9,200 00
108 For repairs of locomotives,	37,706 86
109 For new locomotives, to cover depreciation,	7,781 84; incl'd in above
	17,234 52
110 For repairs of passenger cars,	
111 For new passenger cars, to cover depreciation,	5,883 53; incl'd in above
112 For repairs of merchandise cars,	10,886 12
113 For new merchandise cars, to cover depreciation,	1,310 63; incl'd in above
114 For repairs of gravel and other cars,	126 69
115 Total for maintenance of motive power and cars,	75,154 19
116 Number of engines,	36
117 Number of passenger cars,	54
118 Number of baggage cars,	16
119 Number of merchandise cars,	544 and 22 hand cars.
120 Number of gravel cars,	21
120 Itambor of Graver cars,	
MISCELLANEOUS.	
121 For fuel used by engines during the year, viz.:	
1. Wood, number of cords, 11,920. Cost of the	
	60 500 54
same, [including water,]	60,529 54
2. Coal, number of tons, (reckoning 2,240 lbs.	10 990 04
to the ton,) 2,986. Cost of same,	16,336 94
122 For oil used by cars and engines,	8,796 53
123 For waste and other material for cleaning, .	1,955 73
124 For salaries, wages, and incidental expenses,	
chargeable to passenger department,	66,043 23
125 For salaries, wages, and incidental expenses,	
chargeable to freight department,	58,860 52
126 For gratuities and damages,	808 00
127 For taxes and insurance,	15,597 71
128 For ferries,	Nothing.
129 For repairs of station buildings, aqueducts, fix-	- · · · · · · · · · · · · · · · · · · ·
tures, furniture,	39,045 06
130 For renewals of iron, [15,130 96, as below,].	00,010 00
191 For new iron laid down deducting the value	
131 For new iron laid down, deducting the value	15 120 06
of old iron taken up,	15,130 96
132 For amount paid other companies, in tolls for	
passengers and freight carried on their roads,	TAT AT
specifying each company,	Nothing.
133 For amount paid other companies, as rent for	
use of their roads, specifying each company,	
[see note],	7,500 00 Danvers R.R.
134 For salaries of president, treasurer, superintend-	,
ent, law expenses, office expenses of the above	
offices, and all other expenses not included in	
any of the foregoing items,	17,070 85
any of the foregoing fields,	
135 Total miscellaneous,	307,675 07
100 M. (.)	#E1E010 00
136 Total expenditures for working the road,	\$515,210 88
137 Total amount of interest paid during the year,	
[received more than paid,]	
	Au

Income during the Year.		
138 For passengers:		
1. On main road, including branches owned [and roads leased] by company, 428,249 43		
2. To and from other roads, specifying what, viz:		
Great Falls and Conway; Cochecho; Ports-		
mouth and Concord; Salem and Lowell; Contoocook Valley; Boston, Concord and		
Montreal; Concord, Manchester and Law-		
rence; New Hampshire Central; Vermont		
Central; Northern; Connecticut and Passumpsic Rivers; Concord and Claremont;		
South Reading Branch; Portland, Saco		
and Portsmouth, . 141,916 87	570,166 30	
139 For Freight:—		
1. On main road and branches owned [and roads leased] by company, 285,512 17		
2. To and from other connecting		
roads, 88,134 62	373,646 79	
140 U. S. Mails,	9,723 50 11,167 93	
[Interest, \$11,225 90; Portland, Saco and	11,107 50	
Portsmouth Railroad Surplus, \$15,000,] .	26,225 90	
142 Total income, 143 Net earnings after deducting expenses,		990,930 42 475,719 54
140 Ivet earnings after deducting expenses,		470,719 04
Dividends.	000 150 00	
144 Eight per cent. Total, 145 Surplus not divided, [earned this year,]	332,456 00 141,895 54	•
146 Surplus last year, [446,425 53, less loss on as-	141,000 04	
sets 4,588 91,]	441,836 62	_
147 Total surplus,	583,732 16	
ESTIMATED DEPRECIATION BEYOND THE RE-		
NEWALS, VIZ.: 148 Of road and bridges,	2	
149 Buildings,	Nothing.	
150 Engines and cars, [\$1,368, and this amount	•	*
charged off,]		1,368 00
[Net, after deducting expenses and depreciation,]		\$474,351 54
		" /
Mortgage Debts.		
151 Amount of debts secured by mortgages of road		
and franchise, or any property of the corpora-	27 .11	
tion, per last report,  152 Mortgage debt, paid since last report,	Nothing.	
153 Increase of mortgage debt, since last report,	"	
154 Present amount of mortgage debts,	46	
155 Number of mortgages on road and franchise, or any property of the corporation,	None.	
or any property or and corporation,	TAUHE.	
		· · · · · · · · · · · · · · · · · · ·

All which is respectfully submitted,

FRANCIS COGSWELL,
JAMES H. DUNCAN,
G. W. KITTREDGE,
PETER T. HOMER,
DANIEL M. CHRISTIE,
I. M. SPELMAN,
HENRY SALTONSTALL,

Directors of the Boston and Maine Railroad.

Suffolk, ss. December 26, 1860.

Then personally appeared the abovenamed Francis Cogswell, James H. Duncan, G. W. Kittredge, Peter T. Homer, Daniel M. Christie, I. M. Spelman, and Henry Saltonstall, and severally made oath to the truth of the foregoing.

Before me,

Horace B. Wilbur,

Justice of the Peace.

Note.—Included in the foregoing are the earnings and expenses attending the operation of the Danvers Railroad and the Newburyport Railroad, which have been, by authority of law, leased to this corporation. The rent for the use of the Newburyport Railroad has been prepaid for one hundred years by a loan to them for that term of time, not on interest.

#### STATEMENT

Of Fatal Accidents and Serious Injuries on the Boston and Maine Railroad, from Nov. 30, 1859, to Nov. 30, 1860.

February 7, 1860.—Patrick Graham, of Boston, while lying upon the track at Stoneham, was run over and instantly killed. Intoxicated at the time.

March 8, 1860.—Benjamin F. Allen, a young man of imperfect mind, subject to convulsive fits, fell upon the track at South Lawrence. A freight train, while backing at the time, ran over and instantly killed him.

April 20, 1860.—George Western, a boy two and a half years of age, while playing upon the track at Georgetown, was run over and so badly injured that he died May 12, 1860.

August 4, 1860.—Obed Hussey, while attempting to get upon the train at Exeter, fell under the cars and was almost instantly killed.

September 22, 1860.—Fernald D. Spokesfield, of Reading, while walking on the track at Somerville, was run over by the Medford train, and died in five minutes after reaching the hospital.

October 20, 1860.—William Brown was found lying on the side of the track above Reading, supposed to have been struck by a night freight train. He was carried to Reading, and died immediately.

· November 28, 1860.—A boy by the name of Sullivan, at Malden, while attempting to get upon a freight train while in motion, fell upon the track and had his leg cut off. He died the same day from the injuries received.

No blame attached to the Company on account of any of the above accidents.

The undersigned have examined the foregoing Report of the Directors of the Boston and Maine Railroad, and approve the same.

WILLIAM STEVENS,

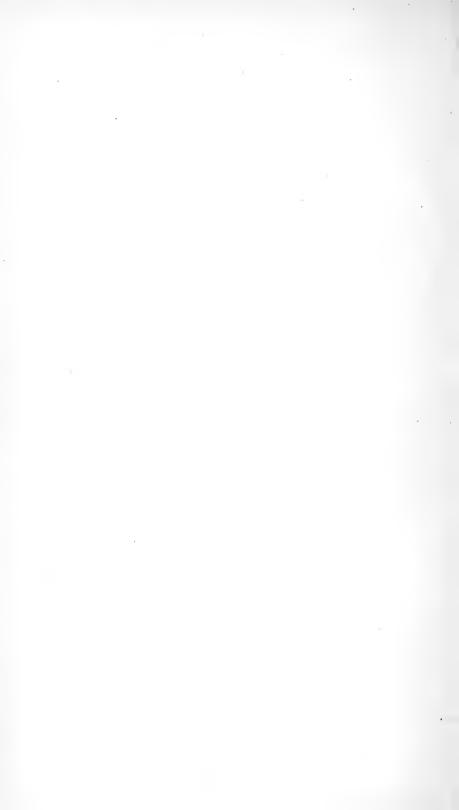
Commissioner for Massachusetts.

WILLIS H. ESTEY,

Commissioner for New Hampshire.

LEWIS B. SMITH,

Commissioner for Maine.



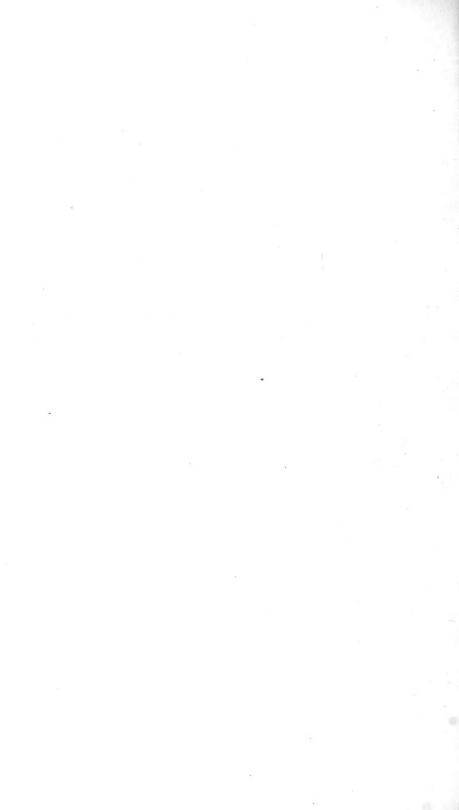
OF THE

### DIRECTORS

OF THE

Boston and Providence Kailroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.



OF THE

#### DIRECTORS

OF THE

# Boston and Providence Pailroad Corporation,

For the year ending November 30, 1860.

1. Capital Stock, 2. Number of shares of capital stock issued,	\$3,160,000.00	
31,600,	3,160,000.00 174,220.00 11,500.00	3,160,000.00
9. Funded debt, increase of, since last Report - 10. Total present amount of funded debt, -	162,720.00	·
<ul> <li>11. Floating debt, per last Report,</li> <li>12. Floating debt, paid since last Report,</li> <li>13. Floating debt, increase of, since last Report,</li> <li>14. Total present amount of floating debt,</li> <li>15. Total present am't of funded and floating debt,</li> <li>16. Average rate of interest per annum, paid during the year, 6 per cent.</li> <li>17. Maximum amount of debts during the year,</li> <li>\$174,220.</li> </ul>		162,720.00
Cost of Road and Equipment.  Seekonk Br. and Wharf, - \$31,655.70  New Track, India St., 13,190.28  B. and P. Railroad, in R.I., - 150,000.00  P. and W. R.R., on joint acc't, 399,904.90  18. For graduation and masonry, per last Report,  19. For graduation and masonry, paid during the	\$ 775,000.00	594,750.88
past year,  20. Total amount expended for graduation and masonry,  21. For wooden bridges, per last Report,  22. For wooden bridges, paid during the past year,	101,000.00	775,000.00
23. Total amount expended for wooden bridges, 24. Total am't expended for iron bridges (if any), 25. For superstructure, including iron, per last		101,000.00 9,840.00
Report,	378,914.40 497,000.00	378.914.40

29. For stations, buildings and fixtures, paid during the past year,		
30. Total amount expended for stations, buildings and fixtures,		\$497,000.00
31. For land, land-damages and fences per last Report,	\$501,094.72	
32. For land, land-damages and fences, paid during the past year,		
33. Total amount expended for land, land-damages and fences, 34. For locomotives, per last Report,	105,300.00	501,094.72
35. For locomotives, paid during the past year, - 36. Total amount expended for locomotives, -	100,000.00	105,300.00
<ul> <li>37. For passenger and baggage cars, per last Report,</li> <li>38. For passenger and baggage cars, paid during the past year,</li> </ul>	44,100.00	
39. Total amount expended for passenger, and baggage cars,	50 000 00	44,100.00
<ul> <li>40. For merchandise cars, per last Report,</li> <li>41. For merchandise cars, paid during the past year,</li> <li>42. Total amount expended for merchandise cars,</li> </ul>	58,000.00	58,000.00
43. For engineering, per last Report, 44. For engineering, paid during the past year, 45. Total amount expended for engineering,	95,000.00	95,000.00
46. For agencies and other expenses, per last Report, 47. For agencies and other expenses, paid during		1
the past year,  Total amount expended for agencies and other expenses,		
49. Total cost of road and equipment, - 50. Amount of assets or property held by the		3,160,000.00
Corporation in addition to the cost of the road, Less Dividends due Jan. 1, 1861,—Funds for	557,704,13	5
renewals and balances due from the Corporation,	247,586.06	310.118,07
CHARACTERISTICS OF ROAD. 51. Length of road, 47 miles.		
52. Length of single main track, 53. Length of double main track, - 26 miles.		
54. Length of branches owned by the Company, stating whether they have a single or double track, 7 miles, single.		
55. Aggregate length of sidings, and other tracks, excepting mian tracks and branches,		
6½ miles, single.  56. Weight of rail, per yard, in main road, 56 to 60 lbs		
57. Weight of rail, per yard, in branch road, (specify the different weights per yard,) 37½ to 60 lbs.		
58. Maximum grade, with its length, in main road, - 34½ ft. per mile, 26,700 ft.		
59. Maximum grade, with its length, in branch roads, - 52 27-100 ft. per mile, 1,509 ft.		
60. Total rise and fall in main road, 501 41-100 ft.		
61. Total rise and fall in branch roads, 306 87-100 ft. per mile		

•	1
62. Shortest radius of curvature, with length of	
62. Shortest radius of curvature, with length of curve, in main road, 1,900 ft., 700 ft.	
63. Shortest radius of curvature, with length of	
curve, in branch roads, 900 ft.	
64. Total degrees of curvature, in main road,	
342 — 12 — 60°	
65. Total degrees of curvature, in branch roads,	
416 — 14 — 60°.	
66. Total length of straight line, in main road,	
$35\frac{5}{8}$ miles	
67. Total length of straight line, in branches,	}
8 37-100 miles	
68. Aggregate length of wooden truss bridges,	
2,086½ ft	
69. Aggregate length of all other wooden bridges,	
1,520 ft	
70. Aggregate length of iron bridges, - 299 ft.	
71. Whole length of road unfenced on both sides,	
4 miles	
72. Number of public ways crossed at grade, 42.	
<ul><li>72. Number of public ways crossed at grade,</li><li>73. Number of railroads crossed at grade,</li><li>1.</li></ul>	
74. Remarks,	
75. Way stations for express trains 3.	
76. Way stations for accommodation trains, 27.	
77. Flag stations, 6.	
78. Whole number of way stations, - 27.	
79. Whole number of flag stations, - 6.	
Dorwag Dunning man Valla	
Doings During the Year,	247,425
80. Miles run by passenger trains.	112,913
81. Miles run by freight trains,	13,907
82. Miles run by other trains,	374,245
83. Total miles run,	
84. Number of passengers carried in the cars, 85. Number of passengers carried one mile,	1,093,394
85. Number of passengers carried one mile,	14,048,828
86. Number of tons of merchandise carried in the	071.001
cars,	274,634
87. Number of tons of merchandise carried one	0.450.405
mile,	8,472,495
88. Number of passengers carried one mile, to and	
from other roads,	7,006,398
89. Number of tons carried one mile, to and from	
other roads,	3,993,039
90. Rate of speed adopted for express passenger	
trains, including stops, 29 miles per hour.	
01 Average rate of good cotyally officed by	
31. Average rate of speed actually attained by	
91. Average rate of speed actually attained by express passenger trains, including stops	
express passenger trains, including stops	
express passenger trains, including stops and detentions, - 29 miles per hour.	
express passenger trains, including stops and detentions, - 29 miles per hour. 92. Rate of speed adopted for accommodation	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, 22 miles per hour.	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, 22 miles per hour.  93. Rate of speed actually attained by accom-	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, 22 miles per hour.  93. Rate of speed actually attained by accommodation trains, including stops and de-	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, - 22 miles per hour.  93. Rate of speed actually attained by accommodation trains, including stops and detentions, - 22 miles per hour.	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, - 22 miles per hour.  93. Rate of speed actually attained by accommodation trains, including stops and detentions, - 22 miles per hour.  94. Average rate of speed actually attained by	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, - 22 miles per hour.  93. Rate of speed actually attained by accommodation trains, including stops and detentions, - 22 miles per hour.  94. Average rate of speed actually attained by special trains, including stops and deten-	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, 22 miles per hour.  93. Rate of speed actually attained by accommodation trains, including stops and detentions, 22 miles per hour.  94. Average rate of speed actually attained by special trains, including stops and detentions, 22 miles per hour.	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, - 22 miles per hour.  93. Rate of speed actually attained by accommodation trains, including stops and detentions, - 22 miles per hour.  94. Average rate of speed actually attained by special trains, including stops and detentions, - 22 miles per hour.  95. Average rate of speed adopted for freight	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, - 22 miles per hour.  93. Rate of speed actually attained by accommodation trains, including stops and detentions, - 22 miles per hour.  94. Average rate of speed actually attained by special trains, including stops and detentions, - 22 miles per hour.  95. Average rate of speed adopted for freight trains, including stops, 12 miles per hour.	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, - 22 miles per hour.  93. Rate of speed actually attained by accommodation trains, including stops and detentions, - 22 miles per hour.  94. Average rate of speed actually attained by special trains, including stops and detentions, - 22 miles per hour.  95. Average rate of speed adopted for freight trains, including stops, 12 miles per hour.  96. Estimated weight in tons of passenger cars	
express passenger trains, including stops and detentions, - 29 miles per hour.  92. Rate of speed adopted for accommodation trains, - 22 miles per hour.  93. Rate of speed actually attained by accommodation trains, including stops and detentions, - 22 miles per hour.  94. Average rate of speed actually attained by special trains, including stops and detentions, - 22 miles per hour.  95. Average rate of speed adopted for freight trains, including stops, 12 miles per hour.	

		97. Estimated weight in tons of merchandise cars (not including freight) hauled one mile, 13,311,751
		EXPENDITURES FOR WORKING THE ROAD.  98. For repairs of road, maintenance of way, exclusive of wooden and iron bridges, - \$41,781.32
	\$44,000.00	Carried to Fund for repairs, - 2,218.68
	9,000.00	99. For repairs of wooden bridges, Carried to Fund, 675.59
	11,035.90	100. For wages of switchmen, av'ge per mo. \$25.00 101. For wages of gate-keepers, av'ge per mo. 25.00 102. For wages of signal-men, av'ge per mo. 25.00 103. For wages of watchmen, av'ge per mo. 33.67
	11,000.00	
		104. Number of men employed, exclusive of those engaged in construction, 298.
	1,500.00	105. For removing ice and snow, \$39.93 Carried to Fund for removing snow, 1,460.07
	3,000.00	106. For repairs of fences, gates, houses, 2,591.99 Carried to Fund, - 408.01
\$68,535.90		107. Total for maintenance of way,
	24 000 00	Motive Power and Cars.  108. For repairs of locomotives, - \$16,062.26  109. For new locomotives, \$6,000.00
	24,000.00	Carried to Fund, 1,937.74 7,937.74
	12,500.00	110. For repairs of passenger cars, 7,126.43 111. For new passenger cars, to cover depreciation, 5,373.57
	14,000.00	112. For repairs of merchandise cars, - 6,616.45 113. For new merchandise cars, \$7,100.00 Carried to Fund, 283.55 7,383.55
<b>50 500 00</b>		114. For repairs of gravel and other cars, 115. Total for maintenance of motive power and
50,500.00		cars, 23 116. Number of engines, - 23 117. Number of passenger cars, - 29½ 118. Number of baggage cars - 9 119. Number of merchandise cars: 179 8-wheel, and 10 4-wheel 20 120. Number of gravel cars, 20
		Miscellaneous.  121. For fuel used by engines during the year, viz.:  1. Wood, 1,025 cords. Cost of the same, \\$5,703.37 2. Coal, 5,391 tons, (reckoning 2 240 lbs. to the ton,) - 31,100.27
	37,763.64	Water, 960.00
	5,480.61 1,280.92	122. For oil used by cars and engines, 125. For waste and other material for cleaning, -

124. For salaries, wages and incidental expenses,		
chargeable to passenger department, -	\$41,746.26	
125. For salaries, wages, and incidental expenses, chargeable to freight department.	51,670.04	
126. For gratuities and damages,	3,000.00	
127. For taxes and insurance,	9,087.98	
128. For transportation Mail, 129. For repairs of station-buildings, aqueducts,	617.50	
fixtures, furniture \$7,232.02		
For new stations and wharf, &c., - 16,767.98	24,000.00	
130. For renewals of iron, including		
laying down, 7,358.68		
131. Carried to Fund for renewals - 12,641.32	20,000.00	
132. For amount paid other companies, in tolls		
for passengers and freight carried on their		
roads, specifying each company, 133. For amount paid other companies, as rent	Δ.	V
for use of their roads, specifying each com-		
pany,		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of	:	
the above offices, and all other expenses		
not included in any of the foregoing items,	12,225.03	#006 071 00
135. Total Miscellaneous, 136. Total expenditures for working the road, -		\$206,871.98 325,907.88
137. Total amount of interest paid during the year,		10,236.12
Total expenses, Fund for renewal and interest,		336,144.00
INCOME DURING THE YEAR.		
138. For Passengers:—		
1. On main road, including branches owned by company,	281,306.82	
2. To and from other roads,	57,240.44	
139. For Freight:—		
1. On main road and branches owned by	256,779.43	
company, -  2. To and from other connecting roads, -	49,735.85	
140. U. S. Mails, \$7,850.00	•	
Express business, 7,494.96	15,344.96	
141. Rents, \$9,712.76		
Interest, &c., received, - 15,510.60	25,223.36	
142. Total income,	68 <b>5,</b> 630.86	
143. Net earnings after deducting expenses,	349,486.86	
DIVIDENDS.  144. 8 per cent. Total,	252,800.00	
145. Surplus not divided, -	96,686.86	
146. Surplus last year, \$137,500.19—add received	,	
for debt, 1,400.00 \$138,900.19		
Less 2d Track, 73,188.98 Fund for Insurance, 15,000.00 88,188.98	50,711.21	
- mile to a minerance to our out out out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of the out of	~~,. ~~	I
147. Total surplus,	147,398.07	

ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.:	
48. Of road and bridges. See Rep. Bridges, above,	
49. Buildings. See Rep. Stations &c., above. 50. Engines and Cars. See Rep. Engines and	None.
Cars, above,	J
MORTGAGE DEBTS.	
51. Amount of debts secured by mortgage of	
road and franchise, or any property of the	
Corporation, per last report, 52. Mortgage debt paid since last report, -	i
53. Increase of mortgage debt since last report,	>None.
54. Present amount of mortgage debts,	
55. Number of mortgages on road and franchise,	
or any property of the corporation,	

Accidents During the Year Ending Nov. 30, 1860.

1859.
Dec. 2.

J. G. Remington, brakeman, way freight from Providence, caught between freight cars at Sharon, slightly injured.

Dec. 5. Michael Lyon, laborer, caught between freight cars at Boston, and injured seriously.

Dec. 21. John Harrington, instantly killed at Jamaica Plain. Verdict—intoxicated; Railroad Corporation blameless.

Dec. 23. T. J. Caufield, conductor, freight train, injured between cars at Canton. Resumed work February 8, 1860.

1860.

Jan. 6. Wheaton Burgess, injured by Dedham train, Church street, Boston; died at Hospital. Verdict—incautiously crossing track.

May 22. Michael Watson, 5 years old, killed while sitting on track, by outward express train, beyond Tremont street crossing, Roxbury.

June 18. Edward Clarry, gravel train laborer, died at Hospital from injuries received May 31, by collision of trains at Canton.

July 27. Michael Connelly, gravel train laborer, died at Hospital, from injuries received by falling under gravel train at Canton.

Aug. 5. Wm. Marra, of Stoughton, died at Hospital from injuries received by being run over by Stoughton Branch train, near Canton. He was sitting on track, intoxicated.

Sept. 1. An unknown man, killed while walking on track near Jamaica Plains station.

Sept. 26. John Sowden, killed, walking on track near Gas House, West Roxbury.

Oct. 17. S. B. Littlefield, killed by falling from excursion train near Hyde Park, while passing from one car to another.

Nov. 26. Michael Carrighan, fell under freight car in yard at Boston. Died at Hospital, Nov. 29th.

C. H. WARREN,
JOSEPH GRINNELL,
JOHN BARSTOW,
S. T. DANA,
J. HUNTINGTON WOLCOTT,

Directors of the Boston and Providence Railroad Corporation.

Suffolk, ss. December 26, 1860. Then personally appeared C. H. Warren, Joseph Grinnell, John Barstow, S. T. Dana, J. Huntington Wolcott, and severally made oath that the foregoing statement by them subscribed, was true, according to the best of their knowledge and belief.

#### THIRTY-FIRST ANNUAL REPORT

OF THE

# Boston & Worcester Knilrond Corporation,

#### Being for the Year ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

General Statutes, Chap. 63, Sections 132 to 135.

Capital Stock,	\$4,500,000
Number of shares of capital stock issued,	45,000
Increase of capital, since last Report, -	none
Capital paid in, per last Report,	4,500,000
Capital paid in, since last Report, -	none
Total amount of capital stock paid in,	4,500,000
Funded debt, per last Report,	500,000
Funded debt, paid since last Report, -	500,000
Funded debt, increase of, since last Report,	none
Total present amount of funded debt,	none
Floating debt, per last Report,	29,595 48
Floating debt, paid since last Report, -	none
Floating debt, increase of, since last Report,	17,988 99
Total present amount of floating debt,	47,584 47
Total present amount of funded and	41,004 41
floating debt,	17 501 17
Average rate of interest per annum, paid	47,584 47
during the year,	6 man aant
Maximum amount of dobts during the ween	6 per cent.
Maximum amount of debts during the year,	547,648 11
Cost of Road and Equipment.	
For graduation and masonry, per last Report,	737,376 51
For graduation and masonry, paid during the	
past year,	none
Total amount expended for graduation	
and masonry,	737,376 51
For wooden bridges, per last Report, -	266,102 67
For wooden bridges, paid during the past yr.	none
Total am't expended for wooden bridges	266,102 67
Total amount expended for iron bridges	
(2 built during the yr.—ch'd repairs.)	
( vario auring one 11. on a rehaits.)	

For superstructure, including iron, per last Report,	1,410,811 06
For superstructure, including iron, paid during the last year,	none
Total amount expended for superstructure, including iron,	1,410,811 06
For stations, buildings and fixtures, per last Report,	760,254 88
For stations, buildings and fixtures, paid during the past year,	none
Total am't expended for stations, build-	760,254 88
ings and fixtures, For land, land-damages and fences, per last	
Report, For land, land-damages and fences, paid	887,859 65
during the past year,  Total amount expended for land, land-	9,861 37
damages and fences, For locomotives, per last Report,	897,721 02 179,425 23
For locomotives, paid during the past year,  Total amount expended for locomotives,	none 179,425 23
For passenger and baggage cars, per last Report,	75,56 <b>5</b> 7 <b>6</b>
For passenger and baggage cars, paid during the past year,	none .
Total amount expended for passenger and baggage cars,	75,565 76
For merchandise cars, per last Report, For merchandise cars, paid during the past	182,425 33
year, - Total amount expended for merchandise	none
cars, For engineering, per last Report,	182,425 33 228,759 24
For engineering, paid during the past year, Total amount expended for engineering,	none 228,759 24
For agencies and other expenses, per last Report,	none
For agencies and other expenses, paid during the past year,	none
Total amount expended for agencies and other expenses,	none
Total cost of road and equipment,	4,738,441 70
Amount of assets or property held by the corporation, in addition to the cost of the	500 105 00
road,	589,125 20

CHARACTERISTICS OF ROAD.	
Length of road,	415 miles
Length of single main track,	none
Length of double main track,	44§ miles
Length of branches owned by the Company,	
stating whether they have a single or dou-	
ble track,	24 miles, single.
Aggregate length of sidings and other tracks,	
excepting main tracks and branches, -	log miles.
Weight of rail, per yard, in main road,	56, 60, 63, 66 lbs.
Weight of rail. per yard, in branch roads	20 50 157
(specify the different weights per yard), Maximum grade, with its length, in main	39, 50 lbs.   (30 ft. for 10¼ m. & 37½
road,	ft. for 1100 ft.
Maximum grade, with its length, in branch	(30 ft. for 2½ m. and 37
roads,	ft. for $1\frac{3}{4}$ miles.
Total rise and fall in main road,	714 feet
Total rise and fall in branch roads, -	316 ''
Shortest radius of curvature, with length of	
curve, in main road,	600 feet for 900 feet.
Shortest radius of curvature, with length of	
curve, in branch roads,	500 feet for 1080 feet.
Total degrees of curvature, in main road,	1855 degrees.
Total degrees of curvature, in branch roads,	1228 "
Total length of straight line, in main road, Total length of straight line, in branches,	$26\frac{2}{10}$ miles. $15\frac{2}{5}$ "
Aggregate length of wooden truss bridges,	250 feet.
Aggregate length of all other wooden	(1628 ft. on main road,
bridges,	1490 ft. on branches.
Aggregate length of iron bridges, -	125 feet.
Whole length of road unfenced on both sides,	10 miles.
Number of public ways crossed at grade,	44 on m. road—26 on brs,
Number of railroads crossed at grade, -	∫3—B. & P., W. & N.,
Th. 1	and Newton Horse.
Remarks,	7 77 1
Way stations, for express trains, -	1—Framingham.
Way stations, for accommodation trains,	14 on main—16 on brs. 16
Flag stations, Whole number of way stations, including	
Branches,	30
Whole number of flag stations,	16
There had of has stations,	
Doings during the Year.	
Miles run by passenger trains,	340,804
Miles run by freight trains,	177,798
Miles run by other trains,	7,352
Total miles run,	525,954

Number of passengers carried in the cars,	1,601,013
Number of passengers carried one mile,	24,979,294
Number of tons merch'dise carried in cars,	352,999
Number of tons merch disc carried in cars,	
Number of tons of merchandise carried 1 m.	12,619,150
Number of passengers carried one mile, to	0.054.004
and from other roads,	8,074,224
Number of tons carried one mile, to and from	
other roads, $-$	9,196,560
Rate of speed adopted for express passen-	
ger trains, including stops,	33 miles per hour.
Average rate of speed actually attained by	*
express passenger trains, including stops	
and detentions,	33 " " "
Rate of speed adopted for accom. trains,	25 " " "
Date of speed adopted for account trains,	20
Rate of speed actually attained by accommo.	05 11 11 16
trains, including stops and detentions,	25 " " "
Average rate of speed actually attained by	01 11 11 11
special trains, incl. stops and detentions,	21 " " "
Average rate of speed adopted for freight	
trains, including stops and detentions,	11 " " "
Estimated weight in tons of passenger cars	
(not including passengers), hauled 1 mile,	14,337,670
Estimated weight in tons of merchandise	
cars (not including freight), hauled 1 m.	18,445,259
,	
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way ex-	
clusive of wooden bridges, and renewals	EO 275 14
of iron,	59,375 44
For repairs of wooden bridges,	2,592 58
For wages of switchmen, average	
per month, \$38 56	
For wages of gate-keepers, average	
per month, \$	
For wages of signal-men, average	13,736 66
per month, \$23 06	
For wages of watchmen, average	
per month, \$40 88	
Number of men employed, exclusive of those	
engaged in construction,	565
For removing ice and snow (this item to	1)
include all labor tools repairs and extra	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
include all labor, tools, repairs, and extra	cngine repairs.
steam power used),	1
For repairs of fences, gates, houses for sig-	/ Included in road and
nal-men, gate-keepers, switchmen, tool-	building repairs.
houses,	1)
Total for maintenance of way,	75,704 6

Motive Power and Cars.  For repairs of locomotives, For new locomotives, to cover depreciation, For repairs of passenger cars, For new pass. cars, to cover depreciation, For repairs of merchandise cars, For new merchandise cars, to cover depreciation, For repairs of gravel and other cars, - Total for maintenance of motive power and cars, Number of engines,	33,279 49 17,000 24,595 39 11,800 9,332 93 none 588 42 96,596 23 30 (49 8wh., 1 4wh., 3 of 2
Number of passenger cars,	$ \begin{cases} 16\text{wh.}, \frac{44}{236} \text{ of } 188\text{wh.} \\ \text{N. Y. Line.} \\ 59 \text{—also } \frac{44}{236} \text{ of } 7\text{ N. Y.} \end{cases} $
Number of baggage cars,	Line.
Number of merchandise cars, Number of gravel cars,	\ 272 8wh., 23 4wh. —
Miscellaneous.	
For fuel used by engines, during the year, including 533 cords at stations and in cars viz.—Wood, number of cords, 7,967 Coal, number of tons (reck'g 2,240 lbs. to the ton), 4,510 For oil, used by cars and engines, For waste and other material for cleaning, For salaries, wages and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For ferries, For repairs of station buildings, aqueducts, fixtures, furniture, For renewals of iron, including laying down, For new iron laid down, deducting the value of old iron taken up, For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	74,953 00  8,328 82 1,137 98  75,879 93  98,389 07 3,305 75 12,358 45 none  19,410 21  32,719 20  none

For amount paid other companies, as rent for use of their roads, specifying each com- pany. (Agricultural Branch) - For salaries of president, treasurer, super-	15,563 20
intendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, Total Miscellaneous, Total expenditures for working the road,	31,786 83 373,832 44 546,133 35
Total amount paid during the year in reducing curvature at Brighton (including two iron bridges) charged expenses,  Loss on machine shop, engine house, tools	26,968 25
and engines, by fire, March 2, 55,049 77 Less am't insurance rec'd, 21,752 49	33,297 28
INCOME DURING THE YEAR.	
For Passengers:—	
1. On main road, including branches own-	250 090 20
ed by company, 2. To and from other roads, specifying	359,980 39
what — (Western, Norwich, Nashua,	
Charles River),	199,040 28
For Freight:—  1. On main road and branches owned by	
company,	195,818 65
2. To and from other connect-	255,724 79
ing roads,	14,892 84
Ponta	17,794 79
Balance of interest,	2,431 27
Total income,	1,045,683 01
Net earnings, after deducting expenses,	439,284 13
Dividends.	
8 per cent. Total,	360,000
Surplus not divided,	79,284 13
Surp. last yr—541,917 19 (reduc. 21,218 89) Total surplus,	520,698 30 599,982 <b>43</b>
Estimated Depreciation beyond the Renewals, viz.:	
Roads and bridges,	none
Building	none
Engines and cars,	none

#### MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report,

Mortgage debt, paid since last Report, Mortgage debt, increase of, since last Rep't,

Total present amount of mortgage debt, Number of mortgages on road and franchise, or any property of the Corporation, - none none

none

none

#### ACCIDENTS DURING THE YEAR.

Dec. 3d, 1859. Josiah Hemenway, of Shrewsbury, an aged man, and quite deaf, stepped upon the track near the freight-house in Worcester but a few feet in front of a moving engine, and was run over and instantly killed.

Dec. 26th. George Robbins, a freight-train brakeman, while on duty, came in contact with the Washington Street Bridge (in Boston), and was knocked down and seriously injured. He has since recovered

and resumed his duties as brakeman.

March 6th, 1860. Joseph Kroft, a German, in attempting to cross the track at Ashland, in front of an Express Train, was knocked down, run over and instantly killed.

May 26th. A little boy, 8 years old, son of Silas Swett, of Boston, while playing on the track near the Tremont Street Bridge, was hit

by a passing train and had an arm broken.

July 13th. James Perselly (Irish) while walking on the track of the Brookline Branch, stepped one foot upon the rail as the train was passing him, and had his foot so badly crushed that amputation was necessary.

Nov. 7th. Margaret Sproules (Irish), crossed the track at Newtonville (against the remonstrance of her friend), was hit by a passing

train, and had a limb badly broken.

(Signed)

GINERY TWICHELL,
DANIEL DENNY,
NATHANIEL HAMMOND,
BENJ. F. WHITE,
EMORY WASHBURN,

ISRAEL LOMBARD, PETER T. HOMER, ISAAC EMERY, D. WALDO LINCOLN,

Directors B. & W. R. R.

Commonwealth of Massachusetts, Suffolk ss., Dec. 29, 1860.

Then personally appeared Nathaniel Hammond and affirmed, and Ginery Twichell, Daniel Denny, Benj. F. White, Emory Washburn, Israel Lombard, Peter T. Homer, Isaac Emery, D. Waldo Lincoln, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

(Signed)

HENRY G. DENNY,

Justice of the Peace.

OF THE

### DIRECTORS

OF THE

# CAPE COD RAILROAD

CORPORATION,

FOR THE YEAR ENDING NOV. 30, 1860.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1860.



#### REPORT OF THE DIRECTORS

OF THE

#### CORPORATION. CAPE RAILROAD COD

General Statutes, Chap. 63, Sects. 132 to 135. For the year ending November 30, 1860. \$600,000 00 1. Capital stock, 9,298 2. Number of shares of capital stock issued, .

		•		
	Increase of capital, since last report,	## ## ## ## ## ## ## ## ## ## ## ## ##	_	
	Capital paid in, per last report,	\$681,689 94		
	Capital paid in, since last report,	-	601.600	0.4
6.		100 000 00	681,689	94
	Funded debt, per last report,	190,000 00		
	Funded debt, paid since last report,	21,600 00		
9.	Funded debt, increase of, since last report,	-		•
10.	Total present amount of funded debt,		168,400	00
11.	Floating debt, per last report,	39,499 16		
12.	Floating debt, paid since last report,	27,940 41		
13.	Floating debt, increase of, since last report,	-	-	
14.	Total present amount of floating debt,	,	11,558	75
15.	Total present amount of funded and floating			
	debt,		179,958	75
16.	Average rate of interest per annum, paid during			
	the year,	6 per cent.		
17.	Maximum amount of debts during the year, .	223,495 16		
-,-	, , , , , , , , , , , , , , , , , , , ,	,		
	COST OF ROAD AND EQUIPMENT.			
10	For graduation and masonry, per last report,	\$207,921 30		
	For graduation and masonry, paid during the past	Ψ20,,022 00		
10.	year,	_	_	
20.	Total amount expended for graduation and	_		
20.			\$207,921	30
01	masonry,	30,305 54	.p201,021	00
	For wooden bridges, per last report,	30,300 04		
	For wooden bridges, paid during the past year,	_	30,305	51
23.			50,505	04
24.	Total amount expended for iron bridges (if			
0.5	any),	422 100 00	_	
	For superstructure, including iron, per last report,	433,120 99		
26.	For superstructure, including iron, paid during			
~=	the past year,	_	_	
27.	Total amount expended for superstructure,		400 100	00
	including iron,		433,120	99
	For stations, buildings and fixtures, per last report,	91,289 83		
29.	For stations, buildings and fixtures, paid during			
	the past year,	-		
30.	Total amount expended for stations, build-			
	ings and fixtures,		91,289	83
	For land, land-damages and fences, per last report,	76,823 96		
32.	For land, land-damages and fences, paid during the			
	nest weer	_	-	

Total amount expended for land, land-dam-

ages and fences,

33.

76,823 96

4. For locomotives, per last report,	\$54,545 96
35. For locomotives, paid during the past year,	-
36. Total amount expended for locomotives, .	\$54,545
37. For passenger and baggage cars, per last report, .	31,083 73
38. For passenger and baggage cars, paid during the	
past year,	
<ol> <li>Total amount expended for passenger and</li> </ol>	
baggage cars,	31,083 7
0. For merchandise cars, per last report,	38,235 04
1. For merchandise cars, paid during the past year, .	
2. Total amount expended for merchandise cars,	
3. For engineering, per last report,	21,054 95
4. For engineering, paid during the past year,	
5. Total amount expended for engineering,	21,054 9
6. For agencies and other expenses, per last report, .	
7. For agencies and other expenses, paid during the	
past year,	
other expenses,	47,243 8
<ol> <li>Total cost of road and equipment,</li> </ol>	\$1,031,625
<ol> <li>Amount of assets or property held by the corpora-</li> </ol>	-
tion in addition to the cost of the road,	41,123 77
Less amount of unclaimed dividends and balances	8
due from the corporation,	4,088 74
•	\$37,035 03
CHARACTERISTICS OF ROAD.	401,000 00
Olitharinisios of 10010.	
1. Length of road,	. 46.01 miles.
2. Length of single main track,	. 46.01 miles.
3. Length of double main track,	None.
4. Length of branches owned by the Company, stat-	
	~
ing whether they have a single or double track	, 1.04 miles, single track.
ing whether they have a single or double track 5. Aggregate length of sidings, and other tracks, ex-	, 1.04 miles, single track.
ing whether they have a single or double track. 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches,	1.04 miles, single track. 2.70 miles.
ing whether they have a single or double track.  5. Aggregate length of sidings, and other tracks, excepting main tracks and branches,  6. Weight of rail, per yard, in main road,	1.04 miles, single track. 2.70 miles. 56 lbs.
ing whether they have a single or double track.  5. Aggregate length of sidings, and other tracks, excepting main tracks and branches,  6. Weight of rail, per yard, in main road,  7. Weight of rail, per yard in branch roads, (specify	1.04 miles, single track. 2.70 miles. 56 lbs.
ing whether they have a single or double track.  5. Aggregate length of sidings, and other tracks, excepting main tracks and branches,  6. Weight of rail, per yard, in main road,  7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	1.04 miles, single track. 2.70 miles. 56 lbs. 56 lbs.
ing whether they have a single or double track.  5. Aggregate length of sidings, and other tracks, excepting main tracks and branches,  6. Weight of rail, per yard, in main road,  7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)  8. Maximum grade, with its length, in main road,	1.04 miles, single track. 2.70 miles. 56 lbs. 56 lbs. 47.52 feet for 2.79 miles.
ing whether they have a single or double track.  5. Aggregate length of sidings, and other tracks, excepting main tracks and branches,  6. Weight of rail, per yard, in main road,  7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)  8. Maximum grade, with its length, in main road,  9. Maximum grade, with its length, in branch roads	1.04 miles, single track. 2.70 miles. 56 lbs. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance
ing whether they have a single or double track. 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 0. Total rise and fall in main road,	1.04 miles, single track.  2.70 miles. 56 lbs.  47.52 feet for 2.79 miles. 40 feet for a small distanc 956.19 feet.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads,	1.04 miles, single track.  2.70 miles. 56 lbs.  47.52 feet for 2.79 miles. 40 feet for a small distanc 956.19 feet. 22.00 feet.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 0. Total rise and fall in main road, 1. Total rise and fall in branch roads,	1.04 miles, single track.  2.70 miles. 56 lbs.  47.52 feet for 2.79 miles. 40 feet for a small distanc 956.19 feet. 22.00 feet.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.
ing whether they have a single or double track. 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 0. Total rise and fall in main road, 1. Total rise and fall in branch roads, 2. Shortest radius of curvature, with length of curve in main road,	1.04 miles, single track. 2.70 miles. 56 lbs. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road,	1.04 miles, single track. 2.70 miles. 56 lbs. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 fee 300 feet for a small distance
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road,	1.04 miles, single track.  2.70 miles. 56 lbs.  56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 fee 300 feet for a small distance 1,147 deg. 26 min. 44 sec.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade with its length, in branch roads, 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road, 15. Total degrees of curvature, in branch roads,	1.04 miles, single track.  2.70 miles. 56 lbs. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet. 1,432.40 feet for 1,100 fee 300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road, 15. Total degrees of curvature, in branch roads, 16. Total length of straight line, in main road,	1.04 miles, single track.  2.70 miles. 56 lbs.  56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 fee 300 feet for a small distance 1,147 deg. 26 min. 44 sec.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road, 15. Total degrees of curvature, in branch roads, 16. Total length of straight line, in main road, 17. Total length of straight line, in branches,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 feet 300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 0.21 miles.
ing whether they have a single or double track, 4. Aggregate length of sidings, and other tracks, excepting main tracks and branches,  6. Weight of rail, per yard, in main road,  7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)  8. Maximum grade, with its length, in main road,  9. Maximum grade, with its length, in branch roads  10. Total rise and fall in main road,  11. Total rise and fall in branch roads,  12. Shortest radius of curvature, with length of curve in main road,  13. Shortest radius of curvature, with length of curve in branch roads,  14. Total degrees of curvature, in main road,  15. Total degrees of curvature, in branch roads,  16. Total length of straight line, in main road,  17. Total length of straight line, in branches,  18. Aggregate length of wooden truss bridges,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 feet 300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 0.21 miles. 179 feet.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road, 15. Total degrees of curvature, in branch roads, 16. Total length of straight line, in main road, 17. Total length of straight line, in branches, 18. Aggregate length of all other wooden bridges, 19. Aggregate length of all other wooden bridges,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 feet 300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 0.21 miles.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road, 15. Total degrees of curvature, in branch roads, 16. Total length of straight line, in branches, 17. Total length of straight line, in branches, 18. Aggregate length of all other wooden bridges, 19. Aggregate length of iron bridges,	1.04 miles, single track.  2.70 miles. 56 lbs.  47.52 feet for 2.79 miles. 40 feet for a small distance. 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 fee  300 feet for a small distance. 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 0.21 miles. 179 feet. 434 feet.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road, 15. Total degrees of curvature, in branch roads, 16. Total length of straight line, in branches, 17. Total length of straight line, in branches, 18. Aggregate length of wooden truss bridges, 19. Aggregate length of all other wooden bridges, 10. Aggregate length of road unfenced on both sides,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 fee  300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 179 feet. 434 feet.  ½ mile.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road, 15. Total degrees of curvature, in branch roads, 16. Total length of straight line, in main road, 17. Total length of straight line, in branches, 18. Aggregate length of all other wooden bridges, 19. Aggregate length of road unfenced on both sides, 11. Whole length of road unfenced on both sides, 12. Number of public ways crossed at grade,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 47.52 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 feet 300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 0.21 miles. 179 feet. 434 feet.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road, 15. Total degrees of curvature, in branch roads, 16. Total length of straight line, in main road, 17. Total length of straight line, in branches, 18. Aggregate length of all other wooden bridges, 19. Aggregate length of all other wooden bridges, 10. Aggregate length of road unfenced on both sides, 11. Whole length of road unfenced on both sides, 12. Number of public ways crossed at grade, 13. Number of railroads crossed at grade,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 fee  300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 179 feet. 434 feet.  ½ mile.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches,  6. Weight of rail, per yard, in main road,  7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)  8. Maximum grade, with its length, in main road,  9. Maximum grade, with its length, in branch roads  10. Total rise and fall in main road,  11. Total rise and fall in branch roads,  12. Shortest radius of curvature, with length of curve in main road,  13. Shortest radius of curvature, with length of curve in branch roads,  14. Total degrees of curvature, in main road,  15. Total degrees of curvature, in branch roads,  16. Total length of straight line, in branches,  17. Total length of straight line, in branches,  18. Aggregate length of all other wooden bridges,  19. Aggregate length of iron bridges,  10. Aggregate length of road unfenced on both sides,  12. Number of public ways crossed at grade,  13. Number of railroads crossed at grade,  14. Remarks,	1.04 miles, single track.  2.70 miles. 56 lbs.  47.52 feet for 2.79 miles. 40 feet for a small distance. 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 fee  300 feet for a small distance. 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 179 feet. 434 feet.  ½ mile. 44 None.
ing whether they have a single or double track, 5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6. Weight of rail, per yard, in main road, 7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 8. Maximum grade, with its length, in main road, 9. Maximum grade, with its length, in branch roads 10. Total rise and fall in main road, 11. Total rise and fall in branch roads, 12. Shortest radius of curvature, with length of curve in main road, 13. Shortest radius of curvature, with length of curve in branch roads, 14. Total degrees of curvature, in main road, 15. Total degrees of curvature, in branch roads, 16. Total length of straight line, in branches, 18. Aggregate length of wooden truss bridges, 19. Aggregate length of all other wooden bridges, 10. Aggregate length of road unfenced on both sides, 11. Whole length of road unfenced on both sides, 12. Number of public ways crossed at grade, 13. Number of railroads crossed at grade, 14. Remarks, 15. Way stations for express trains,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 fee 300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 179 feet. 434 feet.  1 mile. 44  None.  None.
ing whether they have a single or double track, 4.5. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 4.6. Weight of rail, per yard, in main road, 4.7. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) and Maximum grade, with its length, in main road, 4.6. Maximum grade, with its length, in branch roads and fall in main road, 5.6. Total rise and fall in branch roads, 5.7. Shortest radius of curvature, with length of curve in main road, 5.8. Shortest radius of curvature, with length of curve in branch roads, 5.6. Total degrees of curvature, in main road, 5.7. Total degrees of curvature, in branch roads, 5.8. Aggregate length of straight line, in branches, 5.8. Aggregate length of all other wooden bridges, 6.9. Aggregate length of all other wooden bridges, 6.9. Aggregate length of road unfenced on both sides, 7.8. Number of public ways crossed at grade, 5.8. Number of railroads crossed at grade, 5.9. Way stations for express trains, 5.9. Way stations for express trains, 5.	1.04 miles, single track.  2.70 miles. 56 lbs.  47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 feet 300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 179 feet. 434 feet.  1 mile. 44 None.  None. 14
ing whether they have a single or double track, 45. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 46. Weight of rail, per yard, in main road, 47. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 48. Maximum grade, with its length, in main road, 49. Maximum grade, with its length, in branch roads 40. Total rise and fall in main road, 41. Total rise and fall in branch roads, 42. Shortest radius of curvature, with length of curve in main road, 43. Shortest radius of curvature, with length of curve in branch roads, 44. Total degrees of curvature, in main road, 45. Total degrees of curvature, in branch roads, 46. Total length of straight line, in main road, 47. Total length of straight line, in branches, 48. Aggregate length of all other wooden bridges, 49. Aggregate length of all other wooden bridges, 40. Aggregate length of iron bridges, 41. Whole length of road unfenced on both sides, 42. Number of public ways crossed at grade, 43. Number of railroads crossed at grade, 44. Hemarks, 45. Way stations for express trains, 46. Way stations for accommodation trains, 47. Flag stations,	1.04 miles, single track.  2.70 miles. 56 lbs. 47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 feet 300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 0.21 miles. 179 feet. 434 feet.  2 mile. 44 None. None. 14
ing whether they have a single or double track, 65. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 66. Weight of rail, per yard, in main road, 67. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 68. Maximum grade, with its length, in main road, 69. Maximum grade, with its length, in branch roads 60. Total rise and fall in main road, 61. Total rise and fall in branch roads, 62. Shortest radius of curvature, with length of curve in main road, 63. Shortest radius of curvature, with length of curve	1.04 miles, single track.  2.70 miles. 56 lbs.  47.52 feet for 2.79 miles. 40 feet for a small distance 956.19 feet. 22.00 feet.  1,432.40 feet for 1,100 feet 300 feet for a small distance 1,147 deg. 26 min. 44 sec. 233 deg. 30.25 miles. 179 feet. 434 feet.  1 mile. 44 None.  None. 14

Doings During the Year.	
80. Miles run by passenger trains,	60,822
81. Miles run by freight trains	16,100
82. Miles run by other trains,	600
83. Total miles run,	77,522
84. Number of passengers carried in the cars, .	99,802
85. Number of passengers carried one mile,	2,276,122
86. Number of tons of merchandise carried in the cars, 87. Number of tons of merchandise carried one mile, .	44,478
88. Number of passengers carried one mile, to and	<i>5</i> 33,398
from other roads,	1,856,322
89. Number of tons carried one mile, to and from other	1,000,022
roads,	350,717
90. Rate of speed adopted for express passenger trains,	
including stops,	_
91. Average rate of speed actually attained by express	
passenger trains, including stops and detentions, 92. Rate of speed adopted for accommodation trains, .	23 miles per hour.
93. Rate of speed actually attained by accommodation	25 miles per nour.
trains, including stops and detentions,	23 miles per hour.
94. Average rate of speed actually attained by special	
trains, including stops and detentions,	
95. Average rate of speed adopted for freight trains, in-	
cluding stops,	14 miles per hour.
96. Estimated weight in tons of passenger cars, (not	1 600 000
including passengers,) hauled one mile, 97. Estimated weight in tons of merchandise cars, (not	1,600,000
including freight,) hauled one mile,	700,000
Expenditures for Working the Road.	
98. For repairs of road, maintenance of way, exclu-	
sive of wooden bridges, and renewals of iron, .	\$13,910 56
99. For repairs of wooden bridges,	338 16
100. For wages of switchmen, average per	
month, \$30, \$720 00 101. For wages of gate-keepers, average per	
month, \$4.17 50 00	
102. For wages of signal-men, average per	3,310 00
month,	
103. For wages of watchmen, average per	
month, \$30,	j
104. Number of men employed, exclusive of those en-	
gaged in construction,	96
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power	
used,)	_
106. For repairs of fences, gates, houses for signal-men,	
gate-keepers, switchmen, tool-houses,	433 22
107. Total for maintenance of way,	\$15,991 94
Motive Power and Cars.	
	•
108. For repairs of locomotives,	\$12,161 96
109. For new locomotives, to cover depreciation, .	
110. For repairs of passenger cars,	4,000 00
111. For new passenger cars, to cover depreciation, .	

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	2,637 7 1,656 0 183 0 7,937 0 3,968 5 1,076 4 1,212 0 - 3,084 0 4,976 4 6,712 \$ 12,587 7	10 5 46

Dividends.		
144. Per cent. Total,	\$108,471 50 31,073 22	- \$139,544 72
Estimated Depreciation beyond the Renewals, Viz.:—		
148. Road and bridges,          149. Buildings,          150. Engines and cars,		- - -
MORTGAGE DEBTS.		
<ul> <li>151. Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,</li> <li>152. Mortgage debt, paid since last report,</li> </ul>	- -	 -
153. Increase of mortgage debt, since last report, .	-	-
<ul><li>154. Present amount of mortgage debts,</li><li>155. Number of mortgages on road and franchise, or any property of the corporation,</li></ul>	-	-
	1	

J. H. W. PAGE, BENJ. BURGESS, RICHARD BORDEN, M. S. LINCOLN, ALEX'R BAXTER, NATH'L S. SIMPKINS,

Directors of the Cape Cod Railroad Corporation.

SUFFOLK, SS. December 21, 1860. Then personally appeared said J. H. W. Page, Benj. Burgess, Richard Borden, M. S. Lincoln, Alex'r Baxter, and Nath'l S. Simpkins, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before me,

GEO. MARSTON, Justice of the Peace.



OF THE

# CHESHIRE RAILROAD

## CORPORATION.

FOR THE YEAR ENDING NOVEMBER 30, 1860.

B O S T O N: 1860.



OF THE

# CHESHIRE RAILROAD CORPORATION.

Report of the Directors of the Cheshire Railroad Corporation for the year ending November 30, 1860.

Capital stock.  Number of shares of capital stock issued, Increase of capital, since last report, Capital paid in, per last report, Capital paid in since last report, Total amount of capital stock paid in, Funded debt, per last report, Funded debt, paid since last report, Funded debt, increase of, since last report, Total present amount of funded debt, Floating debt, paid since last report, Floating debt, paid since last report, Floating debt, paid since last report, Total present amount of funded debt, Total present amount of floating debt, Total present amount of floating debt, Average rate of interest per annum, paid during the year, Maximum amount of debts during the year,	\$2,250,000 00 22,263 None. 2,085,925 00 None. 738,200 00 None. 121,700 00 84,327 00 57,987 00 None. 27,240 00 887,140 00 6 per cent. 939,996 00	\$2,085,925 CO 859,900 OO
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,  For graduation and masonry, paid during the past year,	\$1,490,749,84 None.	
Total amount expended for graduation and masonry	41,490 38 None.	\$1,490 749 84
Total amount expended for wooden bridges, Total amount expended for iron bridges (if any),	None.	41,490 38

For superstructure, including iron, per last report, For superstructure, including iron, paid during the past year.	480,371 86 None.	
Total amount expended for superstructure, including iron,  For stations, buildings and fixtures, per last report, For stations, buildings and fixtures paid during the	106,333 52 480,371 86	
past year, Total amount expended for stations, buildings and fixtures  For land, land-damages and fences, per last report, For land, land-damages and fences, received during the	None. 106,333 52	
past year, Total amount expended for land, land damages and fences, For locomotives, per last report,	2,108 69 122,946 51 135,4-9 39	
For locomotives, paid during the past year,	None. 138.469 39 24,971 86	
past year, Total amount expended for passenger and baggage cars, For merchandise cars, per last report, For merchandise cars, paid during the past year,	None. 24,971 86 158,825 07 None.	
Total amount expended for merchandise cars, For engineering, per last report, For engineering, paid during the past year,	46,889 63 None.	
Total amount expended for engineering,	46,889 63 462,807 40 None.	
penses,	462,807 40	
Total cost of road and equipment,	\$3,073,855 76 204,611 74	
Characteristics of Road.		
Length of road, Length of single main track, Length of double main track, Length of branches owned by the company, stating whether they have a single or double track, Aggregate length of sidings, and other tracks, ex- cepting main track and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights, per yard,) Maximum grade, with its length, in main road, Maximum grade, with its length, in branch roads, Tatal rise and fall in main road, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch roads, Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in brancheroads, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of iron bridges,	53 646-1000 miles. 53 ""  None.  8 miles. 60 pounds.  None. 5 ' 664-1000 ft., 14 9-10 miles.  None. 2,377 fect.  None. 955 feet, 70 feet long.  None. 3152°, 18'  None. 31 28-100 miles.  None. 1,534 feet. 425 feet.  None.	

Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains. Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year.	All fenced. 37 None. None. None. 11 4 11	
Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried one mile, Number of tons of merchandise carried one mile, Number of tons of merchandise carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Average adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed adopted for freight trains, in- cluding stops. Estimated weight in tons of passenger cars, (not in- cluding passengers,) hauled one mile, Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	80,829 169,077 , 16,044 72,021 2,923,941 111,208 5,749,527 2,372,996 5,378,039 None. None. 22 miles per hour. 25 miles per hour. None. 10 miles per hour. 2,101,320 8,624,291	265,941
Expenditures for Working the Road.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron.  For repairs of wooden bridges,  For wages of switchmen, average per month, \$24, for wages of signal-men, average per month, \$  For wages of signal-men, average per month, \$  For wages of watchmen, average per month \$26, \]  Number of men employed, exclusive of those engaged in construction,  For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)  For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,  Total for maintenance of way,	20,198 29 2,534 43 772 90 None. None. 1,340 45 192 men. 445 36 344 48	25,626 91
Motive Power and Cars.		
For repairs of locomotives,	18,154 38 None. 3,719 35 None. 13,822 25 None. 77 07	

Total for maintenance of motive power and cars, Number of engines,	18 11, 8 wheel 5 " 526, equal to 4 wheel None.	35,773 05
Miscellaneous.		
For fuel used by engines, during the year, viz.,  1. Wood, number of cords, 8,261 Cost of the same,	[27,489 43 4,645 77 1,531 02 9,235 64 24,106 37 238 38	
For taxes and insurance,	5,394 S2 None.	
For repairs of station buildings, acqueducts, fixtures, furniture,	5,876 09	
For renewals of iron, (including laying down,) For new iron laid down, deducting the value of old	10,347 20	
iron taken up.  For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying	8,753 29	
each company,	None.	
and Mass. Railroad Co,  For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices. and all other expenses not included in any of the foregoing items,	39,000 09 6,531 08	142 140 00
Total miscellaneous,		143,149 09
Total expenditures for working the road,  Total amount of interest paid during the year,		204,549 05 48,103 64
Income during the year.		
For Passengers:—	To the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se	
<ol> <li>On main road, including branches owned by company,</li> <li>To and from other roads, specifying what, Fitchburg, Stony Brook, Fitchburg and Worcester, Sullivan, Vt. Central, Passumpic, Rutland and Burlington, Ogdensburg, Rutland and Washington, Saratoga and White Hall, Saratoga and Schenecta', Western Vt., Troy</li> </ol>	20,695 17	
and Boston,	83,081 12	
For Freight:-		
1. On main road, and branches owned by com-	99 080 0	
pany,  2. To and from other connecting roads, as above, U. S. mails, Rents, Miscellaneous, and Express,	22,060 07 174,260 70 7,500 00 7,448 42	
Total income,  Net earnings, after deducting expenses,	315,045 48 62,392 79	

Dividends.		1
—per cent. Total, Surplus not divided, Surplus last year, Total surplus,	None. 62,008 79 164,208 10	226,216 89
Estimated Depreciation beyond the Renewals, viz:-		
Road and bridges,	None. None. None.	
Mortgage Debts.		
Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report	Nothing.	

The foregoing report is respectfully submitted by

THOMAS THACHER. C. W. CARTWRIGHT, S. HALE, E. MURDOCK, Jr.

Directors of the Cheshire Railroad Corporation.

Suffolk, ss., December 26, 1860.

Then personally appeared Thomas Thacher, Salma Hale, Ephraim Murdock, Jr., and Charles W. Cartwright, and severally made oath to the truth of the foregoing statement, by them subscribed, according to their best knowledge and belief.

Before me

ROBERT B. WILLIAMS, Justice of the Peace.



# SIXTEENTH ANNUAL REPORT

-OF THE-

Connecticut River Railroad Company.



### SIXTEENTH ANNUAL REPORT

OF THE

### CONNECTICUT RIVER RAILROAD COMPANY.

Report of the Connecticut River Railroad, under the General Statutes, Chapter 63, Sections 132 to 135.

No. of the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	
Capital Stock,	\$ 1,750,000,00
Number of shares of capital stock issued, .	15,911
Increase of capital, since last Report, .	None.
Capital paid in, per last Report,	\$ 1,591,100,00
Capital paid in, since last Report,	None.
Total amount of capital stock paid in, .	1,591,100,00
Funded debt, per last Report,	252,500,00
Funded debt, paid since last Report, .	None.
Funded debt, increase of, since last Report,* .	67,500,00
Total present amount of funded debt,	320,000,00
Floating debt, per last Report,	None.
Floating debt, paid since last Report.	None.
Floating debt, increase of, since last Report, .	None.
Total present amount of floating debt, .	None.
Total present amount of funded and floating	
debt,	320,000,00
Average rate of interest per annum, paid during	
the year,	Six per cent.
Maximum amount of debts during the year,	341,000,00
G D T T	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last Report,	\$ 513,242,93
For graduation and masonry, paid during the	
past year,	Nothing.
Total amount expended for graduation and	
masonry,	513,242,93
For wooden bridges, per last Report,	42,991,94
For wooden bridges, paid during the past year,	Nothing.
Total amount expended for wooden bridges,	42,991,94
Total amount expended for iron bridges (if	
any.)	No iron bridges.
For superstructure, including iron, per last Re-	
port,	545,287,61
For superstructure, including iron, paid during	
the past year,	Nothing.
Total amount expended for superstructure,	
including iron,	545,287,61
For stations, buildings and fixtures, per last	
Report,	121,484,85
For stations, buildings and fixtures, paid during	
the past year,	Nothing.
*Increase of funded debt is apparent only, there bein	or funds on hand to redeem this amount

*Increase of funded debt is apparent only, there being funds on hand to redeem this amount as it matures.

Total amount expended for stations, buildings and fixtures,	121,484 85
For land, land-damages and fences, per last Report,	229,407,18
For land, land damages and fences, paid dur- ing the past year,	Nothing.
Total amount expended for land, land-damages and fences, For locomotives, per last Report, For locomotives, paid during the past year, Total amount expended for locomotives,	229,407,18 81,982,87 Nothing. 81,982,87
For passenger and baggage cars, per last Report,	20,000,04
For passenger and baggage cars, paid during the past year,	Nothing.
Total amount expended for passenger and baggage cars, For merchandise cars, per last report,	82,225,28
For merchandise cars, paid during the past year, Total amount expended for merchandise cars, For engineering, agencies and other expenses,	82,225,28
per last Report,  For engineering, agencies and other expenses,	161,970,80
paid during the past year, Total amount expended for engineering, agencies and other expenses,	Nothing.
Total cost of road and equipment,	\$1,801,943,80
Amount of assets or property held by the corporation in addition to the cost of the road,	\$ 185,094,79
CHARACTERISTICS OF ROAD.	
Length of Road,	50 miles. [Length of Ashuelot Road, hired by Company, 23 miles.]
Length of single main track,	50 miles. None except for turnouts.
stating whether they have a single or double track,	2 35-100 miles single track.
Aggregate length of sidings, and other tracks excepting main tracks and branches,	47.275 feet.
Weight of rail, per yard, in main road,	33 miles, 50 lbs., 36 miles, 56 lbs.; balance, 61 lbs.
Weight of rail, per yard, in branch roads, . Specify the different weights per yard, Maximum grade, with its length, in main road Maximum grade, with its length in branch roads.	

680 feet.

882 feet radius, 889 feet long.

714 feet radius, 1300 ft. long.

28 feet.

18540 4490

35½ miles. 1 mile. 2,674 feet. 100 feet, pile bridge.

Shortest radius of curvature, with length of

Shortest radius of curvature, with length of

Total degrees of curvature, in main road, Total degrees of curvature, in branch roads,.

Total length of straight line, in main road, .
Total length of straight line, in branches, .
Aggregate length of wooden truss bridges, .
Aggregate length of all other wooden bridges,

Total rise and fall in main road,

curve in main road,

curve, in branch roads,

Total rise and fall in branch roads,

Aggregate length of iron bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of rail roads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the year.	None. None. 55. No express trains run. 15. None. 15. None.
Miles run by passenger trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, (including those to and from other roads, and excluding commuters,) Number of passengers carried one mile, (including those to and from other roads, and excluding commuters,) Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops, Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, Expenditures for Working the Road.  For repairs of Road, maintenance of way exclusive of wooden bridges, For wages of switchmen, average per month, \$30.00. For wages of signal-men, average per month, \$20.00. For wages of signal-men, average per month, \$20.00. For wages of signal-men, average per month, \$70.00.	25 miles per hour. 22 miles per hour. 12 miles per hour.

Number of men employed, exclusive of those engaged in construction, For removing ice and snow, (this item to in-	182	
clude all labor, tools, repairs, and extra steam- power used,	1,100,54	
For repairs of fences, gates, houses for signal- men, gate-keepers, switchmen, tool-houses, Total for maintenance of way,	<u> </u>	31,292,32
MOTIVE POWER AND CARS.		
For repairs of locomotives,  For new locomotives, to cover depreciation,  For repairs of passenger cars, (including re-	\$ 7,531,86 4,750,00	
For repairs of passenger cars, (including rebuilding one,)  For new passenger cars, to cover depreciation,	5,173,25	_
For repairs of merchandise cars, (including rebuilding eleven,)	7,637,13	
For new merchandise cars, to cover depreciation, For repairs of gravel and other cars,	246,12	•
[For repairs of tools and machinery,] Total for maintenance of motive power and	804,44	
cars,	12	\$ 26,142,80
Number of passenger cars,	13 6	
Number of merchandise cars, (70 Long House; 79 Long Platform; 1 Short House.) Number of gravel cars, (26 Short Platform,)	325-4 wheel.	
Miscellaneous.		
For fuel used by engines during the year, viz: Wood, number of cords, 4581 7-128. Cost of		
the same, Coal, number of tons, (reckoning 2,240 lbs.	\$ 17,341,74	
to the ton,) Cost of Coal,	No coal used.	
For oil used by cars and engines, For waste and other material for cleaning,	1,616,79 566,49	
For salaries, wages, and incidental expenses, chargeable to passenger department,	18,652,86	
For salaries, wages, and incidental expenses, chargeable to freight department,	24,618,92	
For gratuities and damages,	553,20 1,474,58	
For ferries, For repairs of station buildings, aqueducts, fix-	9 490 55	**
tures, furniture, For renewals of iron, including laying down,	3,428,55	
For new iron laid down, deducting the value of old rail taken up,  For amount paid other companies, in tolls for	. 10,036,77	
passengers and freight carried on their roads,		
specifying each company,		
offices, and all other expenses not included in any of the foregoing items,	7,912,76	
Total Miscellaneous,	7,312,70	86,202,66
Total expenditures for working the road, .		\$ 143,637,78

Income during the Year.		
For Passengers:— 1. On main road, including branches owned [and hired] by company, For Freight:—	\$ 136,337,01	
1. On main road and branches owned [and hired] by company, U. S. Mails, \$7,278,78; Express, \$4,227,07, Rents, and other income, Total income, Net earnings, after deducting expenses,	147,173,96 11,505,85 11,247,86	\$ 306,264,68 162,626,90
Dividends.		
Interest, Rent of Ashuelot Road, Five per cent. regular, three per cent. extra, in all eight per cent. on \$1,283,600-common stock, and eight per cent. on \$307,500,—preferred	\$ 14,064,77 30,000,00	
stock,	127,288,00 None. 84,664,46 75,938,59	
MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report,  Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or any property of the Corporation,	\$ 72,500,00 None. 177,500,00 250,000,00	-4

#### RECORD OF ACCIDENTS,

On the Connecticut River Rail Road, for the year ending Nov. 30, 1860.

December 20.—Charles Bates of Chicopee, in attempting to get upon the cars of the 6 P. M. down train at Chicopee Junction, after the train had started, slipped from the platform of the depot and fell between the cars. One car passed over both legs. He died the same evening.

D. L. HARRIS, JOHN CHASE, IGNATIUS SARGENT, C. W CHAPIN, HENRY W. CLAPP, I. M. SPELMAN,

Directors of the Railroad Corporation.

Suffolk ss., Dec. 27, 1860. Then personally appeared D. L. Harris, John Chase, Ignatius Sargent, C. W. Chapin, Henry W. Clapp, and I. M. Spelman, and severally made oath to the truth of the foregoing statement by them subscribed.

Before STEPHEN FAIRBANKS, Justice of the Peace.



# Danvers Railroad Company.

Report of the Danvers Railroad Corporation, for the year ending Nov. 30th, 1860, required by Chap. of General Statutes.

Capital Stock,,	\$100,000.0	0
Increase of capital since last Report,		
Capital paid in, per last Report,	65,120.00	
Capital paid in, since last Report,	460.00	
Total amount of capital stock paid in	دن	\$65,580.00
Number of shares of capital stock issued	389	# <b>,</b>
Funded debt, per last report,	84.500	
Funded debt, paid since last report,	02.000	
Funded debt, increase of, since last Report,		40,500.00
Total present amount of funded debt,		125,000.00
Floating debt, per last Report,	77,621.51	120,000.00
Floating debt, paid since last Report,	41,907.99	
Floating debt, increase of since Report,	41,001.00	
Total present amount of floating debt,		35,713.52
Total present amount of hoaning debt,		00,110.02
Total present amount of funded and floating		
debt,		160,713.52
Amount of debts, secured by mortgage of road		100,713.32
and franchise, or any property of the		
Corporation, per last Report,		
Mortgage debt, paid since last Report,		
Mortgage debt, increase of, since last Report, .		
Total present amount of mortgage debt,		
Number of mortgages on road and franchise,		
or any property of the Corporation,	100 101 11	
Maximum amount of debt during the year	162,121.51	
Average rate of interest per annum paid dur-		
ing the year,	6 per cent.	
COOM OF BOAR AND HOTHER		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,.	90,208.49	
For graduation and masonry, paid during the	00,200.±0	
past year,		
Lunn lourist sees sees sees sees sees sees		

Total amount expended for graduation and masonry,	ı	90,208.49
Total amount expended for iron bridges, (if any)  For superstructure, including iron, per last Report,	77.066.24	
For superstructure, including iron, paid during the past year,		77,066,24
For stations, building and fixtures, per last Report,	9,374.17	
Total amount expended for stations, buildings and fixtures,	16,681.58	9,374.17
For land, land damages and fences, paid during the past year,  Total amount expended for land, land damages and fences,	11,205.18	27,886.76
For locomotives, per last Report,  For locomotives, paid during past year,  Total amount expended for locomotives,  For passenger and baggage cars, per last Re-		
port,		
baggage cars,  For merchandise cars, per last Report,  For merchandise cars, paid during past year,  Total amount expended for merchandise cars,	2,615.18	
For engineering per last Report,  For engineering paid during the past year,  Total amount expended for engineering,  For agencies and other expenses, per last Report,	22,934.27	2,615.18
For agencies and other expenses, paid during past year,  Total amount expended for agencies and other expenses,	3,038,73	25,973.00
Total cost and equipment,	45 shares cap	,

CHARACTERISTICS OF ROAD.	1
Length of road,	1150 feet. 50 lbs 50 feet 6100 feet.
Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of iron bridges,	,
Number of public ways crossed at grade,  Number of railroads crossed at grade,  Remarks,  Way stations for express trains, Way stations for accommodation trains,  Flag stations	14 2 5
Whole number of way stations, Whole number of flag stations, MISCELLANEOUS.	5
For salaries, office expenses, and all other expenses not included in the foregoing items,	<b>\$100</b> 00

The road has been operated by the Boston and Maine Railroad under their lease and they advanced rent in cash and their obligations, which constitute the funded debt within returned the Directors refer to that Corporation for report of the doings of the year.

GILBERT TAPLEY,
GEO. F. CHOATE,
CHAS. M. COX,
W. D. NORTHEND.

Essex, ss. Dec. 27th, 1860. Then personally appeared the above named Charles M. Cox, W. D. Northend and made oath that the within return is true to their best knowledge and belief.

Before me, GEO. F. CHOATE, Justice of the Peace.

Essex, ss. Dec. 27, 1860. Personally appeared the above-named George F. Choate and made oath that the within return is true to the best of his knowledge and belief.

Before me,

WM. COGSWELL, Justice of the Peace.

### FIFTEENTH ANNUAL REPORT

OF THE

# Porchester and Milton Branch R. R.

CORPORATION.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.  $1\ 8\ 6\ 0\ .$ 



OF THE

### DORCHESTER & MILTON BRANCH RAILROAD.

For the year ending November 30, 1860. General Statutes, Chap. 63, Sects. 132 to 135.

1.	Capital stock,			\$130,000	00
2.	Number of shares of capital stock issued,		720		
3.	Increase of capital, since last report,		Nothing.	_	
4.	Capital paid in, per last report, .		\$73,340 00		
5.	Capital paid in, since last report, .		Nothing.		
6.	Total amount of capital stock paid in,			73,340	00
	Funded debt, per last report, .		36,900 00		
8.	Funded debt, paid since last report,		Nothing.		
9.	Funded debt, increase of, since last report	, .	Nothing.		
10.	Total present amount of funded debt,			36,900	00
	Floating debt, per last report, .		6,050 00		
12.	Floating debt, paid since last report,		Nothing.		
13.	Floating debt, increase of, since last report	, .	5,305 73		
	Total present amount of floating debt,			11,355	73
15.	Total present amount of funded and	floating			
	debt,			48,255	73
16.	Average rate of interest per annum, paid	d during			
	the year,		6 per cent.		
17.	Maximum amount of debts during the ye	ar, .	48,255 73		

#### COST OF ROAD AND EQUIPMENT.

18. For graduation and masonry, per last report,
19. For graduation and masonry, paid during the past
year,
20. Total amount expended for graduation and
masonry,
21. For wooden bridges, per last report,
22. For wooden bridges, paid during the past year, .
23. Total amount expended for wooden bridges,
24. Total amount expended for iron bridges (if
any),
25. For superstructure, including iron, per last report,
26. For superstructure, including iron, paid during
the past year,
27. Total amount expended for superstructure,
including iron,
28. For stations, buildings and fixtures, per last report,
29. For stations, buildings and fixtures, paid during
the past year,
30. Total amount expended for stations, build-
ings and fixtures,
31. For land, land-damages and fences, per last report,
32. For land, land-damages and fences, paid during the
nest year

33.

Total amount expended for land, land-damages and fences,

24 For legemetimes, nor lest report	
34. For locomotives, per last report,	
36. Total amount expended for locomotives, 37. For passenger and baggage cars, per last report, .	
38. For passenger and baggage cars, paid during the	
past year,	
39. Total amount expended for passenger and	
baggage cars,	
40. For merchandise cars, per last report,	
41. For merchandise cars, paid during the past year,	
42. Total amount expended for merchandise cars,	
43. For engineering, per last report,	
44. For engineering, paid during the past year,	
45. Total amount expended for engineering, .	
46. For agencies and other expenses, per last report, .	
47. For agencies and other expenses, paid during the	
past year,	
48. Total amount expended for agencies and	
other expenses,	
49. Total cost of road,	\$136,789 42
50. Amount of assets or property held by the corpora-	
tion in addition to the cost of the road,	
CHARACTERISTICS OF ROAD.	
	,
51. Length of road,	3 miles 1,300 feet.
52. Length of single main track,	3 miles 1,300 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stat-	
ing whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, ex-	
cepting main tracks and branches,	None.
56. Weight of rail, per yard, in main road,	
57. Weight of rail, per yard, in branch roads, (specify	** "
the different weights per yard,)	52 lbs.
58. Maximum grade, with its length, in main road, .	39 6-10 ft., whole dis. 6,000 ft.
59. Maximum grade, with its length, in branch roads, 60. Total rise and fall in main road,	5.41 fores
61. Total rise and fall in branch roads,	54½ feet.
62. Shortest radius of curvature, with length of curve,	
	410 feet, radius 200 feet.
63. Shortest radius of curvature, with length of curve,	410 feet, faulus 200 feet.
in branch roads,	_
64. Total degrees of curvature, in main road,	237½ deg.
65. Total degrees of curvature, in branch roads,	
66. Total length of straight line, in main road,	242.100 miles.
67. Total length of straight line, in branches,	
68. Aggregate length of wooden truss bridges,	101 feet.
69. Aggregate length of all other wooden bridges, .	
70. Aggregate length of iron bridges,	
71. Whole length of road unfenced on both sides,	1½ miles, salt marsh.
72. Number of public ways crossed at grade,	2
73. Number of railroads crossed at grade,	None.
74. Remarks,	
75. Way stations for express trains,	
76. Way stations for accommodation trains,	4
77. Flag stations,	2
78. Whole number of way stations,	4
79. Whole number of flag stations,	2

#### Doings During the Year.

80. Miles run by passenger trains,81. Miles run by freight trains 82. Miles run by other trains, . Total miles run, 83. 84. Number of passengers carried in the cars, .

Included in Old Colony and Fall River Report.

85. Number of passengers carried one mile, 86. Number of tons of merchandise carried in the cars, 87. Number of tons of merchandise carried one mile,

88. Number of passengers carried one mile, to and from other roads. 89. Number of tons carried one mile, to and from other

roads, 90. Rate of speed adopted for express passenger trains, including stops, .

91. Average rate of speed actually attained by express passenger trains, including stops and detentions,

92. Rate of speed adopted for accommodation trains, . 93. Rate of speed actually attained by accommodation

trains, including stops and detentions, . 94. Average rate of speed actually attained by special

trains, including stops and detentions, . 95. Average rate of speed adopted for freight trains, including stops,

96. Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,

97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,

#### EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, .

99. For repairs of wooden bridges,

100. For wages of switchmen, average per month,

101. For wages of gate-keepers, average per month, .

102. For wages of signal-men, average per month, .

103. For wages of watchmen, average per month,

104. Number of men employed, exclusive of those engaged in construction,

105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)

106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, .

107. Total for maintenance of way,

#### MOTIVE POWER AND CARS.

108. For repairs of locomotives,

109. For new locomotives, to cover depreciation, 110. For repairs of passenger cars,

111. For new passenger cars, to cover depreciation,

20 miles per hour.

Furnished by the Old Colony & Fall River Railroad Company.

113. 114. 115. 116. 117. 118. 419.	For repairs of merchandise cars, For new merchandise cars, to cover depreciation, For repairs of gravel and other cars,	
	MISCELLANEOUS.	
121.	For fuel used by engines during the year, viz.:— 1. Wood, number of cords, ——. Cost of the same,	
	to the ton,) —. Cost of same,	
122.	For oil used by cars and engines,	
	For waste and other material for cleaning,	
124.	For salaries, wages and incidental expenses, chargeable to passenger department,	
125.	For salaries, wages and incidental expenses,	The expenditures are for
	chargeable to freight department,	repairs, taking care of track,
	For gratuities and damages,	and under the contract with
	For taxes and insurance,	the Old Colony Railroad
128.	For ferries,	Co., and for running trains,
129.	For repairs of station buildings, aqueducts, fix-	&c. Total as below:—
120	tures, furniture,	
	For new iron laid down, deducting the value of	
101.	old iron taken up,	
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	
133.	For amount paid other companies, as rent for	
194	use of their roads, specifying each company,	
104.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	
135.	Total miscellaneous,	
136	Total expenditures for working the road,	_
	Total amount of interest paid during the year, .	
	7 F F F	
	INCOME DURING THE YEAR.	
138.	For Passengers:—	
	1. On main road, including branches owned by	)
	company,	The Branch trains are run
	2. To and from other roads, specifying what, .	by the Old Colony & Fall
139.	For Freight:—	River Railroad Co, under
	1. On main road and branches owned by com-	> a contract made in 1857,
	pany,	and the special terms may
140	2. To and from other connecting roads,	be ascertained by reference
	U. S. Mails,	to that instrument.
	Rents,	J
142.		
143.	Net earnings, after deducting expenses,	

DIVIDE	NDS.			1		
144. Per cent. Total, 145. Surplus not divided, 146. Surplus last year, 147. Total surplus, .	:	•	•		None. None. None. None.	
ESTIMATED DEPRECIATION VIZ.:		THE	Renewa	ALS,		
148. Road and bridges, 149. Buildings, 150. Engines and cars,		•	:		-	
Mortgage	DEBTS	3.				
<ul> <li>151. Amount of debts, secularly and franchise, or any tion, per last report,</li> <li>152. Mortgage debt, paid since 153. Increase of mortgage de 154. Present amount of mort 155. Number of mortgages any property of the contraction.</li> </ul>	proper ce last re bt, since tgage don roa	rty of report, ce last lebts, d and	the corp	ora-	\$39,500 00 Nothing. 8,755 73 48,255 73	

NATHANIEL F. SAFFORD, E. P. TILESTON, AMOR HOLLINGSWORTH, R. M. TODD,

S. D. WHITNEY, Treasurer.

Directors.

#### COMMONWEALTH OF MASSACHUSETTS.

Suffolk, ss. December 31, 1860. Then personally appeared the above-named Nathaniel F. Safford, E. P. Tileston, and Amor Hollingsworth, and made oath that the foregoing return is, in substance and according to the best of their knowledge and belief, true.

Before me,

PETER C. JONES, Justice of the Peace.

Norfolk, ss. December 31, 1860. Sworn to by said R. M. Todd, as in substance true, according to his best knowledge and belief.

Before me,

N. F. SAFFORD, Justice of the Peace.



### TWENTY-FIFTH

## ANNUAL REPORT

OF THE

# Eastern Railroad Corporation,

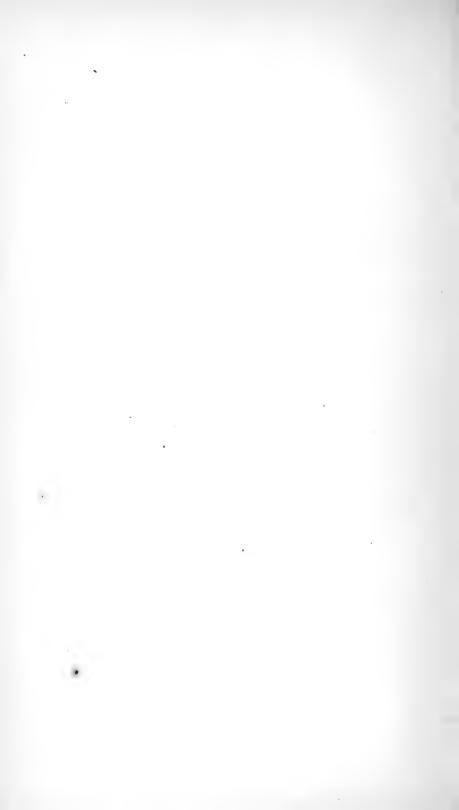
FOR THE YEAR ENDING

NOVEMBER 30, -1860,

SALEM:

WILLIAM IVES AND GEORGE W. PEASE, PRINTERS.
OBSERVER OFFICE.

1860.



## REPORŢ

#### OF THE DIRECTORS OF THE

### EASTERN RAILROAD CORPORATION,

For the year ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

[General Statutes, Chap. 63, Sections 132 to 135.

Capital Stock, [being the whole amount authorized to		************
issue, Number of shares of capital stock issued.	28,534	\$4,150,000 00
Increase of capital, since last Report,	None.	
Capital paid in, per last Report,	\$2,853,400 00	
Capital paid in, since last Report,	# ,,	
Total amount of capital stock paid in,		2,853,400 00
Funded debt, per last Report,	2,030,500 00	
Funded debt, paid since last Report,	75,000 00	
Funded debt, increase of, since last Report,  Total present amount of funded debt.		1,955,500 00
Floating debt, per last Report,	60,510 65	1,500,500 00
Floating debt, paid since last Report,	60,510 65	
Floating debt, increase of, since last Report,	00,010 00	
Total present amount of floating debt, .		
Total present amount of funded debt,		1,955,500 00
Average rate of interest per annum, paid during the	F 05	
year,	$5_{100}^{25} \text{ per ct.}$	0.001.010.65
Maximum amount of debts during the year, .		2,091,010 65
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report, .	748,157 90	
For graduation and masonry, paid during the past year	·	
Total amount expended for graduation and masonry	43 77 04 77 03	748,157 90
For wooden bridges, per last Report,	417,045 81	
For wooden bridges, paid during the past year, .  Total amount expended for wooden bridges, .		417,045 81
Total amount expended for iron bridges (if any)		111,010 01
For superstructure including iron, per last Report,	1,106,573 03	
For superstructure, including iron, paid during the	-,,	
past year,		
Total amount expended for superstructure, including		
iron, , ,		1,106,573 03
For stations, buildings and fixtures, per last Report, For stations, buildings and fixtures, paid during the	542,267 74	1,100,515 05
past year,	0±4,201 1±	
Total amount expended for stations, buildings and		
fixtures,		542,267 74
Carried forward,		2,814,044 48
		, ,

4 EASTERN RAILROAD COR	PORATION.			
Brancht fanwand			2.814	044 48
Brought forward, For land, land-damages and fences, per last Report,	702,080	64	2,011,	011 10
For land, land-damages and fences, paid during the past year,	276	12		
Total amount expended for land, land-damages and			<b>#</b> 00	0×0 =0
fences,	190,887	85	702,	356 76
For locomotives, charged off during the past year,	33,587			
Total amount expended for locomotives,  For passenger and baggage cars, per last Report,	118,571	24	157,	300 Q0
For passenger and baggage cars, per last Report, For passenger and baggage cars, charged off during the	110,011	0.1		
past year, Total amount expended for passenger and baggage cars	65,371	. 34	53	200 00
For merchandise cars, per last Report,	147,064		00,	200 00
For merchandise cars, charged off during the past year	42,399	67	104	665 00
Total amount expended for merchandise cars, . For engineering, per last Report,	273,913	64	101,	000 00
For engineering, paid during the past year,	, ,		079	012 64
Total amount expended for engineering,  For agencies and other expenses, per last Report,	344,437	21	410,	913 64
For agencies and other expenses, paid during the past	ŕ	•		
year,	900	00	344.	937 21
Total cost of road and equipment,			\$4,450,	
Amount of assets or property held by the corporation in addition to the cost of the road,			252	482 91
In addition to the cost of the road,		-		900 00
	MAIN	_		
	ROAD.	Br Glouces-	ANCHES.	
CHARACTERISTICS OF ROAD.	bleh'd.			Saugus
Length of road, Miles.	44.1056 44.1056			
Length of single main track, Miles.  Length of double main track, Miles.	16			
Length of branches owned by the Company stat- \ Single	3.50	13.50	3.41	10.10
ing whether they have a single or double track, f track. Aggregate length of sidings, and other tracks, excep-	41,945 ft 702ft	2691 ft	0∩2 f+	1096 ff
ting main tracks and branches,	11,510 18 10210	2001 10	50210	100010
Weight of rail, per yard, in main road, Pounds.	57, 61, 62			
Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	46	46.50	46	60
Maximum grade, with its length, in main \ Length	40 feet.			
road,	40 ft	45 ft.	41 ft	40 ft
Total rise and fall in main road,	578,297ft	22.06	20.5	701 ft
Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in	10011	33.26	39.5	78½ ft
main road, Radius 1140 ft.	1,000 ft.	1010 6	100 ft	500 f
Shortest radius of curvature, with length of curve, in branch roads,	9001	1910 ft	400 16	500 1
Total degrees of curvature, in main road,	450°	4530	0000	5179
Total degrees of curvature, in branch roads,  Total length of straight line, in main road,	28,495 ft		283°	
Total length of straight line in branches,	1,331	7,944	2,166	2,715
Aggregate length of wooden truss bridges, Agreggate length of all other wooden bridges,	2,218 ft 10,470 ft 466ft	420 ft	196 ft	665 ft.
Aggregate length of iron bridges,	,			
Whole length of road unfenced on both sides, .	1	707		
Number of public ways crossed at grade,	10	07 4		
Remarks,				
Way stations for express trains,		$\frac{2}{18}$		
Flag stations,		11		
Whole number of way stations,		18 1.1		
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s				

Doings DURING THE YEAR.		
Miles run by passenger trains,	287,233	
Miles run by freight trains,	87,824	
Miles run by other trains,	62,229	
Total miles run,	437,286	
Number of passengers carried in the cars,	1,460,653	
Number of passengers carried one mile,	22,880,313	
Number of tons of merchandise carried in the cars,	128,566	
Number of tons of merchandise carried one mile,	3,212,054	
Number of passengers carried one mile, to and from		
other roads,	. 2,117,136	
Number of tons carried one mile, to and from other		
roads,	925,176	
Rate of speed adopted for express passenger trains,	22 151	
including stops,	22 Miles per hour.	
Average rate of speed actually attained by express	22 " " "	
passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains,	21 " " "	
Rate of speed actually attained by accommodation	21	
trains, including stops and detentions,	20 " " "	
Average rate of speed actually attained by special		
trains, including stops and detentions .	22 " " "	
Average rate of speed adopted for freight trains,		
including stops,	12 " " "	
Estimated weight in tons of passenger cars (not in-	1 MEG 000	
cluding passengers) hauled one mile,	4,576,060	
Estimated weight in tons of merchandise cars (not	0.040.495	
including freight) hauled one mile,	2,248,435	
Expenditures for Working the Road.		
For repairs of road, maintenance of way, exclusive of	\$30,070 47	
wooden bridges, and renewals of iron,  For repairs of wooden bridges,	13,946 06	
For warmen of amitah man are month 429 50)	· ·	
For wages of gate-keepers, av. per month, \$14.75	12,717 02	
For wages of signal men, av. per month, \$35.00 [ ]	12,711 02	
For wages of watchmen, av. per month, \$32.50		
Number of men employed, exclusive of those engaged	400	
in construction,	426	
For removing ice and snow, (this item to include all	28 95	
labor, tools, repairs, and extra steam-power used,)	20 00	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	1,380 87	
Total for maintenance of way,		58,143 37
Total 102 Education of ((ag))		
M D 0 0		
Motive Power and Cars.	inn 010 <b>m</b> 0	
For repairs of locomotives,	\$28,243 <b>7</b> 9	
For new locomotives, to cover depreciation, \$8000.	90 999 61	
For repairs of passenger cars,	20,882 61	
For new passenger cars, to cover depreciation, For repairs of merchandise cars, and other cars	9,447 29	
For new merchandise cars, to cover depreciation,	2,013 82	
For repairs of gravel and other cars,	,	
Total for maintenance of motive power and cars,	Congruentiated insurance and second	60,587 51
Number of engines,	26	
Number of passenger cars,	47	
Number of baggage cars,	13	
Number of merchandise cars,	329	
Number of gravel cars,	52	
Carried forward		\$118,730 88

Brought forward		\$118,730 88
Miscellaneous.		
For fuel used by engines during the year, viz:—		
1. Wood, number of cords, 4865. Cost of the same,	\$23,554 69	
2. Coal, number of tons, (reckoning 2,240 lbs. to the	01 450 05	
ton.) 3866. Cost of same, · · ·	21,472 97	
For oil used by cars and engines, 6263 galls.,	$6,475 12 \\ 1,095 22$	
For waste and other material for cleaning, .	1,000 111	
For salaries, wages, and incidental expenses, charge-	81,470 13	
able to passenger department, For salaries, wages, and incidental expenses, charge-		
able to freight department,	17,074 73	
For gratuities and damages,	2,722 42	
For taxes and insurance, · · · ·	9,748 <i>55</i>	
For ferries		
For repairs of station buildings, aqueducts, fixtures,	7 054 75	
furniture.	7,854 75	
For renewals of iron, including laying down, and	39,429 80	
For new iron laid down, deducting the value of old	55,125 00	•
iron taken up,		
For amount paid other companies, in tolls for passen-		
gers and freight carried on their roads, specifying		
For amount paid other companies, as rent for use of		
their roads, specifying each company, (Grand June-		
tion Railroad)	11,000 00	
For salaries of president, treasurer, superintendent,		•
law expenses, office expenses of the above onices,		
and all other expenses not included in any of the	11 501 96	
foregoing items, · · · · ·	11,521 86	233,420 24
Total Miscellaneous,		200,120 21
m. 1		\$352,151 12
Total expenditures for working the road, Total amount of interest paid during the year, (see		WHEN PERSON NAMED IN
below)		
bolowy		
Vala		
INCOME DURING THE YEAR.		
For Passengers:—		
1. On main road, including branches		
owned by company,	\$534,194 20	
2. To and from other roads, specifying, what (P. S. & P. Road.) 51,240 33		
what, (P. S. & P. Road,) 51,240 55 J		
Tom Regight .	•	
For Freight:—		
1. On main road and branches owned by company 119,348 56	147776	
by company,	147,776	
(P. S. & P. Road,) 28,428 07 ]		
(1. 5. d) 1. 20000,)		
II S Mails	9.624 00	
U. S. Mails,	9,061 85	
Miscellaneous,	18,577 45	#10.001.10
Total income,		719,234 13
Net earnings after deducting expenses,		367,083 01
Interest,		110,426 43
Surplus for the year.		256,656 58
Add Balance P. and Loss acct. for the year,		4,236 72
Surplus last year,		120,872 79
		381,766 09
Total, Less Depreciation of Equipment chgd off in July last,		141,358 86
Surplus,		\$240,407 23
mar hrand	•	

ESTIMATED DEPRECIAT	ION I	EYON	D THE	$R_{\mathbf{E}}$	NEWA	LS, Viz:	
Of road and bridges,						.	
Buildings,	•	•	•			.	
Engines and cars,	•	•	•		• ,		
						1	
Mo	RTGAC	E DE	EBTS.			1	
Amount of debts sec franchise, or any p last report, (for ser	prope	rty o	f the	Corp	orati	on, per	
Mortgage debt paid si	ince l	ast re	port,	•		."	
Increase of mortgage	debt	since	last	repo	rt,		
Present amount of mo				٠.			
Number of mortgages property of the corr	on	road	and fi	ranc	hise,	or any	
hackeral or one con	nor an	ιυu,			•		

\$500,000 00 Nothing. Nothing. 500,000 00

One.

GEORGE M. BROWNE, HENRY L. WILLIAMS, MICAJAH LUNT, W. L. DWIGHT, N. D. CHASE, S. HOOPER,

Directors of the Eastern Railroad Corporation.

SUFFOLK, ss., December 20, 1860. Then personally appeared George M. Browne, Henry L. Williams, Micajah Lunt, W. L. Dwight, N. D. Chase, S. Hooper, and severally made oath that the foregoing statement by them subscribed, is true according to the best of their knowledge and belief.

Before me,

C. M. ELLIS,

Justice of the Peace.

#### ACCIDENTS.

No serious accident has happened to any passenger.

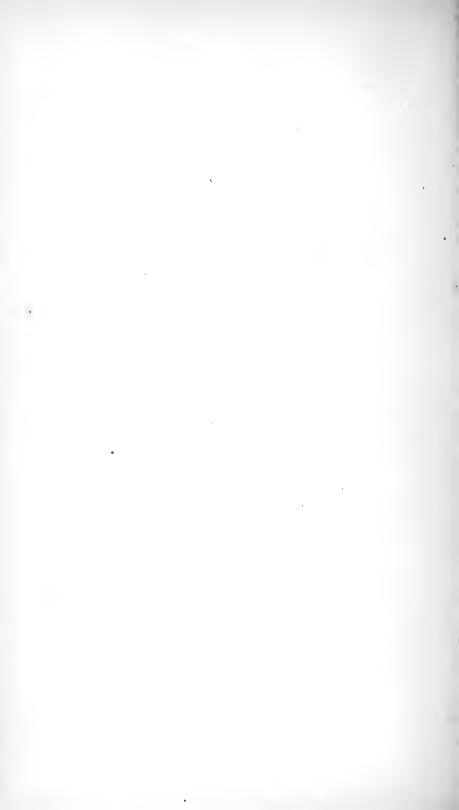
March 16th. Michael Murphy who was walking on the track near Swampscot, was struck by the train and instantly killed.

March 18th. A boy named Badger in attempting to get upon a train, at the Essex Railroad crossing in Salem, fell under the cars and had one foot cut off.

March 23d. John Walley who was walking on the track near Market street in Lynn, was struck by the train and killed.

June 8th. A boy named John White in attempting to cross the track near Lynn, as a train was approaching, was struck by the engine and instantly killed.

August 18th. A man named Brownell, who was walking on the track near Rowley, was run over and killed.







### SEVENTH ANNUAL REPORT

— OF THE —

## Easton Branch Railroad Company.

Return of the Easton Branch Railroad Corporation, for the year ending Nov. 30th, 1860, under the Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168, and 240; 1858, Chap. 46.

Capital Stock, Number of shares of capital stock issued, Increase of capital, since last report, Capital paid in per last report, Capital paid in since last report, Total amount of capital stock paid in, Funded debt, per last report, Funded debt, picrease of, since last report, Total present amount of funded debt, Total present amount of funded debt,	490 None. \$49.325 00. None. None. None. None.	\$50.000 00 49.325 00.
Floating debt, per last report, Floating debt, paid since last report, Floating debt, increase of, since last report, Total present amount of floating debt, Total present amount of funded and floating debt, Average rate of interest per annum, paid, during the year, Maximum amount of debts during the year  Cost of Road and Equipment.	4.400 00. 1.600. None. 2.800 00.  Six per cent. 4.400 00.	2.800 00.
For graduation and masonry, per last report. For graduation and masonry, paid during the past year, Total amount expended for graduation and masonry, For wooden bridges, per last report, For wooden bridges, paid during the past year, Total amount expended for wooden bridges, Total amount expended for iron bridges, (if any,) For superstructure, including iron, per last report, For superstructure, including iron, paid during the past year, Total amount expended for superstructure, including	\$15 541 26. Nothing. Nothing. Nothing. Nothing. Nothing. 24.416 83.	15.641 26.
iron.  For stations, buildings and fixtures, per last report, For stations, buildings and fixtures, paid during the past year, Total amount expended for stations, buildings and fixtures.	7.101 48. Nothing.	24.416 83.
For land, land-damages and fences, per last report, For land, land damages and fences, paid during the past year,	7.547 25. Nothing.	7.101 48.

Total amount expended for land, land-damages and fences, . 4.547 25 For locomotives, per last report, For locomotives, paid during the past year, Total amount expended for locomotives, For passenger and baggage cars, per last report, For passenger and baggage cars, paid during the past Owned and run by vear, . Total amount expended for passenger and baggage Providence R. R. Co. For merchandise cars, per last report, . For merchandise cars, paid during the past year, Total amount expended for merchandise cars, . For engineering, per last report, 1.287 45. For engineering, paid during the past year, Nothing. 1.287 45. Total amount expended for engineering, For agencies and other expenses, per last report, Nothing. For agencies and other expenses, paid during the past Nothing. year, Nothing Total amount expended for agencies and other expenses Total cost of road and equipment, 55.894 27. Amount of assets or property held by the corporation in addition to the cost of the road. . . CHARACTERISTICS OF ROAD.  $3\frac{3}{4}$  miles 177 feet. Length of road, Length of single main track,  $3\frac{3}{4}$  miles 177 feet. Length of double main track, None. Length of branches owned by the company, stating whether they have a single or double track, . None. Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, Specify the different weights, per yard, 56 lbs. None. Maximum grade, with its length, in main road, 72 6-10 feet for 3400 feet. Maximum grade, with its length in branch roads, None. Total rise and fall in main road, 118 feet. Total rise and fall in branch roads, None. Shortest radius of curvature, with length of curve, in main road, 716 feet for 447 feet. Shortest radius of curvature, with length of curve, in None. 205° Total degrees of curvature, in branch roads, None. Total length of straight line, in main road,  $1\frac{3}{4}$  miles 886 feet. None. Total length of straight line in branches, Aggregate length of wooden truss bridges, None. Aggregate length of all other wooden bridges, None. Aggregate length of iron bridges, None. Whole length of road unfenced on both sides, None. Number of public ways crossed at grade, Number of railroads crossed at grade, . Three. None. Remarks, Way stations for express trains, None. Way stations for accommodation trains, None. Flag stations, One. Whole number of way stations,

Whole number of flag stations,

None.

One.

#### Doings DURING THE YEAR.

Miles run by passenger trains,				
Miles run by freight trains.				
Miles run by other trains,				
Total miles run,				
Number of passengers carried i	in the c	ars,		
Number of passengers carried of	ne mile	∍,		
Number of tons merchandise ca	arried i	n the ca	ırs,	
Number of tons merchandise ca	urried o	ne mile	, .	
Number of passengers carried	one m	ile, to	and	from
other roads,		•		
Number of tons carried one n	nile, to	and fr	$^{\mathrm{om}}$	other
roads,	•		•	. •
Rate of speed adopted for ex	xpress	passeng	ger t	rains
including stops,	. •		,	
Average rate of speed actual	ly atta	ined by	y ex	press
passenger trains, including st	tops an	d det <b>en</b>	tions	, .
Rate of speed adopted for acco				
Rate of speed actually attain	ned by	accom	$\mathbf{mod}$	ation
trains including stops and de	etentior	ıs,	•	. 2
Average rate of speed actua			y sp	pecial
trains, including stops and de			• •	
Average rate of speed adopte		reight	train	s, in-
cluding stops and detentions,	,		;	
Estimated weight in tons of			, (no	ot m-
cluding passengers,) hauled	one mi	ie,	٠,	
Estimated weight in tons of m		use car	s, (n	ot in-
cluding freight,) hauled one	mile,	•	•	•

#### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,
for repairs of wooden bridges,
For wages of switchmen, average per month,
For wages of gate-keepers, average per month,
For wages of signal-men, average per month,
For wages of watchmen, average per month,
Number of men employed, exclusive of those engaged in construction,
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,

#### MOTIVE POWER AND CARS.

Total for maintenance of way, .

For repairs of locomotives,				
For new locomotives, to cover de	precia	ation.		
For repairs of passenger cars,	٠.		•	
For new passenger cars, to cover	depr	eciatio	n,	
For repairs of merchandise cars,	•			
For new merchandise cars, to con	ver de	precia	ation,	
For repairs of gravel and other c	ars.	· .		
Total for maintenance of motive	powe	r and	cars,	
Number of engines,				
Number of passenger cars, .				

4.695. 2.347. 4.695. 21.114. 84.456. 10.378.

41.512. 63.344. 41.444.

No Express trains.

30 miles per hour.

30 miles per hour.

30 miles per hour.

46.950.

69.024.

761.84. Nothing.

Nothing.

Three.

Nothing.

Nothing. 761.84.

Locomotives and Freight cars furnished by the Boston and Providence Railroad Co. Passenger cars furnished by the Stoughton Branch Railroad Co.

Number of baggage cars,	
Miscellaneous.	
For fuel used by engines during the year, viz:— Wood, number of cords, Cost of the same, Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of coal, For oil used by cars and engines, For waste and other materials for cleaning, For salaries, wages and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For ferries, For repairs of station buildings, aqueducts, fixtures, furniture, For renewals of iron, including laying down, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passen- gers and freight earried on their roads, specifying cach company. For amount paid other companies, as rent for use of their roads, specifying each Company. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, Total Miscellaneons,  Total expenditures for working the road, Total amount of interest paid during the year,	Operated by the Boston and Providence R. R. Co.  9.11. Nothing. Nothing. Nothing. 726 27 to Boston & Prov. R. R. Co. 117 38 to Stoughton Br. R. R. Co.  510 26. 1.363 02.  2.124 86. 264 00.
INCOME DURING THE YEAR.	
For Passengers: 1. On main road, including branches owned by comp'y 2. To and from other roads, specifying what, For Freight:— 1. On main road and branches owned by company, 2. To and from other connecting roads,	393 26. 3.567 99. 216 77. 2.744 15.
U. S. Mails,	69 00
Rents, Total income, Net earnings, after deducting expenses,	6.991 17. 4.602 31.
DIVIDENDS.	
Six per cent Total, Surplus not divided, Surplus last year, Total Surplus, Less paid on debt 1.600 00	3.000 00. 2 31. 463 61. 465 92.

	v	IZ:						
Of Roads and Bridge	es,							None.
Buildings,	•							None.
Buildings,								None.
			EBTS morts		of re	oad a	and	
Amount of debts, se	cured prope	by arty o	mortg	gage cor	porat	ion,	per	None
Amount of debts, see franchise, or any last report,	cured prope	by :	mortg f the	gage cor	porat •	ion,	per	None.
Amount of debts, se franchise, or any last report, Mortgage debt, paid s	cured prope since	by rty o	mortg f the eport	gage cor	porat •	ion,	per	None.
Amount of debts, see franchise, or any last report, Mortgage debt, paid s Increase of Mortgage	cured prope since e debt	by rty o last r	mortg f the eport	gage corj	porat ort,	ion,	per	None. None.
Amount of debts, se franchise, or any last report, Mortgage debt, paid s	cured prope since e debt	by rty o last r , sinc	mortg f the eport e last	gage corj t repo	porat : ort,	ion,	per	None.

OAKES AMES, OLIVER AMES, Jr. A. A. GILMORE, CYRUS LOTHROP.

Bristol, ss. *December*, 1860. Then personally appeared Oakes Ames, Oliver Ames, Jr., A. A Gilmore, and Cyrus Lothrop, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN H, SWAIN, Notary Public.



### FIFTEENTH

## ANNUAL REPORT

OF THE

## Essex Railroad Corporation,

### FOR THE YEAR ENDING

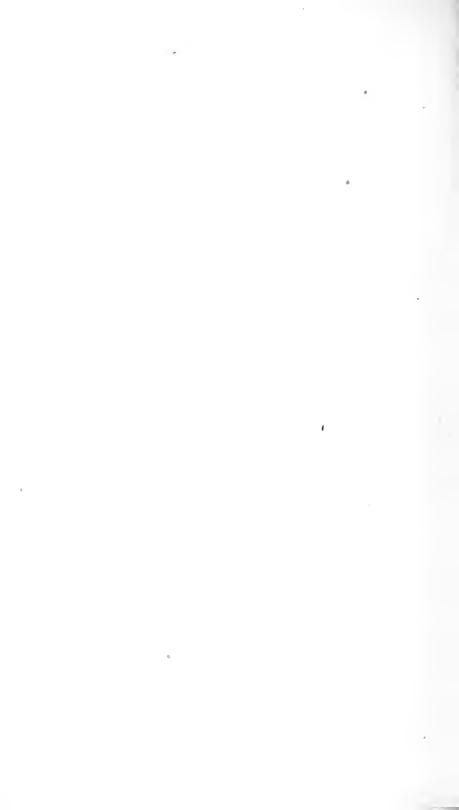
NOVEMBER 30, 1860.

SALEM:

WILLIAM IVES AND GEORGE W. PEASE, PRINTERS.

OBSERVER OFFICE.

1860.



### REPORT

### OF THE DIRECTORS OF THE

### ESSEX RAILROAD CORPORATION,

For the Year Ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

[General Statutes, Chap. 63, Sections 132 to 135.

Capital Stock,  Number of shares of capital stock issued, Increase of capital, since last Report, Capital paid in, per last Report,	•		•	\$299,107 55	\$700,000 00
Capital paid in, since last Report.  Total amount of capital stock paid in, Funded debt, per last Report,  Funded debt, paid since last Report,		•	•		- 299,107 55
Funded debt, increase of; since last Report Total present amount of funded debt, Floating debt, per last Report, Floating debt, paid since last Report,	•	•	•	197,428 02	280,261 39
Floating debt, increase of, since last Report Total present amount of floating debt.  Total present amount of funded and float Averag: rate of interest per annum, paid Maximum amount of debts during the year	ing deb during		year,	Six per cent.	197,428 02 477,689 41
Cost of Road and Equipm	·	•	•		
For graduation and masonry, per last Refor graduation and masonry, paid during Total amount expended for graduation an For wooden bridges, per last Report.	the pa	ist ye	ar,	211,732 18 	- 211,732 18
For wooden bridges, paid during the past Total amount expended for wooden bridge Total amount expended for iron bridges ( For superstructure, including iron, per la	es, if any,)		•	190,252 06	- 32,374 44
For superstructure including iron, paid of Total amount expended for superstructure For stations, buildings and fixtures, per la For stations, buildings and fixtures, paid	during e, inclu est Rep during	past ding ort, past	iron, year,		- 190,252 06
Total amount expended for stitions, build For land, land damages and fences, per la For land, land-damages and fences, paid Total amount expended for land, land-dam	ings ar st Repo during	nd fixt rt, past	ures, vear,	167,767 0	20,783 49 - 167,767 04
Carried forward -	•		,	•	\$622,909 21

Brought forward, For locomotives, per last Report, For locomotives, paid during the past year, Total amount expended for locomotives, For passenger and baggage cars, per last Report, For passenger and baggage cars, per last Report, For merchandise cars, paid during the past year, Total amount expended for merchandise cars, For engineering, paid during the past year, Total amount expended for merchandise cars, For engineering, paid during the past year, Total amount expended for merchandise cars, For engineering, paid during the past year, Total amount expended for engineering, For agencies and other expenses, paid during the past year, Total amount expended for agencies and other expenses, Total amount expended for agencies and other expenses, Total care of the road and equipment, Amount of assets or property held by the corporation in addition to the cost of the road,  CHARACTERISTICS of ROAD.  Length of fond, Length of single main track, Length of double main track, Length of double main track, Length of branches owned by the Company, stating whether they have a single or double track, (Single track,) Aggregate length of stdings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Maximum, grade, with its length, in branch roads, Total rise and fall in branch roads, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in branch roads. Shortest radius of curvature, in main road, Total length of straight line, in main road, Total length of staright line, in main road, Total length of straight		
Total amount expended for locomotives, For passenger and baggage cars, paid during the past year, Total amount expended for passenger and baggage cars, For merchandise cars, paid during the past year, Total amount expended for merchandise cars, paid during the past year, Total amount expended for merchandise cars, For engineering, per last Report, For engineering, per last Report, For engineering, per last Report, For agencies and other expenses, per last Report, For agencies and other expenses, paid during the past year Total amount expended for engineering, For agencies and other expenses, paid during the past year Total cost of road and equipment, Amount of assets or property held by the corporation in addition to the cost of the road,  CHARACTERISTICS OF ROAD.  Length of single main track, Length of single main track, Length of branches owned by the Company, stating whether they have a single or double track, (Single track,) Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Maximum, grade, with its length, in main road, Maximum, grade, with its length, in branch roads, Nortest radius of curvature, with length of curve, in main road, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in branch roads of curvature, with length of curve, in main road, Total length of straight line, in	For locomotives, per last Report,	\$ 622,909 21
Total amount expended for passenger and baggage cars, For merchandise cars, per last Report, For merchandise cars, per last Report, For engineering, per last Report, For engineering, paid during the past year, Total amount expended for engineering, For agencies and other expenses, per last Report, For agencies and other expenses, paid during the past year Total anount expended for agencies and other expenses, Total cost of road and equipment, Amount of assets or property held by the corporation in addition to the cost of the road,  Length of single main track, Length of single main track, Length of branches owned by the Company, stating whether they have a single or double track, Length of branches owned by the Company, stating whether they have a single or double track, Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in main road, Total rise and fall in main road, Total length of straight line, in branch roads, Total degrees of curvature, with length of curve, in branch roads.  Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of wooden truss bridges, Aggregate length of rooden truss bridges, Whole length of rail road unfenced on both sides, Number of railroads crossed at grade, Remarks, Way stations for expenses trains, Why stations for accommodation trains, Fing strtions, Whole number of way stations,	Total amount expended for locomotives, For passenger and baggage cars, per last Report,	
Total amount expended for merchandise cars, For engineering, per last Report, For engineering, paid during the past year; Total amount expended for engineering, For agencies and other expenses, paid during the past year Total amount expended for agencies and other expenses, paid during the past year Total amount expended for agencies and other expenses, Total cost of road and equipment,  Amount of assets or property held by the corporation in addition to the cost of the road,  Length of single main track, Length of single main track, Length of branches owned by the Company, stating whether they have a single or double track, Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Maximum, grade, with its length, in branch roads, Total rise and fall in branch roads, Total rise and fall in branch roads, Total length of straight line, in main road, Total length of straight line, in branch roads, Total length of straight line, in branch road, Total length of straight line, in branch roads, Total length of straight line, in branch road, Total length of road unfenced on both sides, Aggregate length of from bridges, Aggregate length of from bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag strtions, Whole number of way stations,	Total amount expended for passenger and baggage cars, For merchandise cars, per last Report,	4,416 50
Total amount expended for engineering, For agencies and other expenses, per last Report, For agencies and other expenses, Total amount expended for agencies and other expenses, Total amount expended for agencies and other expenses, Total capture for froad, Length of single and equipment, Amount of assets or property held by the corporation in addition to the cost of the road, Length of single main track, Length of single main track, Length of branches owned by the Company, stating whether Length of branches owned by the Company, stating whether Length of branches owned by the Company, stating whether Length of branches owned by the Company, stating whether Length of branches owned by the Company, stating whether Length of branches owned by the Company, stating whether Length of staigle main track, Length of staigle main track, Length of staigle main track, Length of staigle main track, Length of staigle main track, Length of staigle main track, Length of staigle main track, Length of staigle main track, Length of staigle main track, Length of feet.  58 lbs. 58 lbs. 58 lbs. 58 lbs. 58 lbs. 58 lbs. 58 lbs. 58 lbs. 58 lbs. 59 lbs. 59 lbs. 59 lbs. 59 lbs. 59 lbs. 50 and 60 lbs.  58 lbs. 59 lbs. 50 and 60 lbs.  59 lbs. 50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.  50 and 60 lbs.	Total amount expended for merchandise cars,	
For agencies and other expenses, paid during the past year Total amount expended for agencies and other expenses, Total cost of road and equipment.  Amount of assets or property held by the corporation in addition to the cost of the road,  CHARACTERISTICS OF ROAD.  Length of single main track, Length of single main track, Length of single main track, Length of branches owned by the Company, stating whether they have a single or double track, (Single track,) Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail. per yard, in main road, Weight of rail. per yard, in branch roads, (specify the different weights per yard.) Maximum, grade, with its length, in branch roads, Total rise and fall in main road, Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in main road, Total length of straight line, in main road, Total length of straight line, in branch roads, Aggregate length of wooden truss bridges, Aggregate length of wooden truss bridges, Aggregate length of wooden truss bridges, Aggregate length of ion bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of public ways crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag strtions, Whole number of way stations,	Total amount expended for engineering, For agencies and other expenses, per last Report,	
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Length of road, Length of single main track, Length of double main track, Length of double main track, Length of branches owned by the Company, stating whether they have a single or double track, (Single track,) Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights per yard.) Maximum, grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch roads. Total degrees of curvature, in main road, Total length of straight line, in main road, Total length of straight line, in main road, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of road unfenced on both sides, Whole length of road unfenced on both sides, Way stations for express trains, Way stations for accommodation trains, Flag stutions, Whole number of way stations,	Amount of assets or property held by the corporation in	⊕1₹1,000 08
Length of road, Length of single main track, Length of double main track, Length of double main track, Length of branches owned by the Company, stating whether they have a single or double track, (Single track,) Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights per yard.) Maximum grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch roads. Total degrees of curvature, in main road, Total length of straight line, in main road, Total length of straight line, in main road, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of road unfenced on both sides, Whole length of road unfenced on both sides, Way stations for express trains, Way stations for accommodation trains, Flag stutions, Whole number of way stations,		
Length of single main track, Length of double main track, Length of double main track, Length of double main track, Length of branches owned by the Company, stating whether they have a single or double track, (Single track,) Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights per yard.) Maximum, grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in branch roads. Total degrees of curvature, in main road, Total degrees of curvature, in main road, Total length of straight line, in main road, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of road unfenced on both sides, Whole length of road unfenced on both sides, Way stations for accommodation trains, Flag stutions, Whole number of way stations,	CHARACTERISTICS OF ROAD.	
Length of branches owned by the Company, stating whether  they have a single or double track, (Single track,) Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights per yard,) Maximum, grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch roads. Shortest radius of curvature, with length of curve, in branch roads. Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Remarks, Way stations for express trains, Way stations for express trains, Way stations for accommodation trains, Flag stutions, Whole number of way stations,	Length of single main track,	19.86 Miles.
main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights per yard.) Maximum, grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Shortest radius of curvature, with length of curve, in branch roads. Shortest radius of curvature, with length of curve, in branch roads. Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in main road, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of road unfenced on both sides, Number of public ways crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stutions, Whole number of way stations,	Length of branches owned by the Company, stating whether	1.32 Miles.
different weights per yard.) Maximum, grade, with its length, in main road, Maximum grade. with its length, in branch roads, Total rise and fall in main road, Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch roads. Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in main road, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of wooden truss bridges, Aggregate length of road unfenced on both sides, Number of public ways crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations,	main tracks and branches,  Weight of reil nor ward in main road,	9,560 feet. 56 and 60 lbs.
Total rise and fall in main roads.  Total rise and fall in branch roads.  Shortest radius of curvature, with length of curve, in main road,  Shortest radius of curvature, with length of curve, in branch roads.  Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in main road, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of iron bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stutions, Whole number of way stations,	Maximum grade with its length, in main road,	55 ft. 18.840 ft. Length.
road, Shortest radius of curvature, with length of curve, in branch roads. Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in main road, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of ivon bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations,	Total rise and fall in main road,	
branch roads. Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in main road, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of iron bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations,	200 d	
Total length of straight line, in main road, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of iron bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations,	branch roads.  Total degrees of curvature, in main road,	839° 37' 156°
Aggregate length of all other wooden bridges, Aggregate length of ivon bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stutions, Whole number of way stations,	Total length of straight line, in main road, Total length of straight line, in branches,	1.3 "
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations,	Aggregate length of all other wooden bridges, Aggregate length of iron bridges,	3723 feet.
Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations,  10 5 10 5 10	Number of public ways crossed at grade,	
Flag stations,	Remarks, Way stations for express trains,	
	Flag stations,	10

Doings during the Year.	
Miles run by passenger trains,	36,872 19,074
Miles run by other trains,	55.946
Number of passengers carried in the cars,	84,792
Number of passengers carried one mile,  Number of tons of merchandise carried in the cars,	778,402 46,872
Number of tons of merchandise carried one mile,  Number of passengers carried one mile, to and from other roads,	856,863
Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, in-	223,964
cluding stops,  Average rate of speed actually attained by express	21 Miles per hour.
passenger trains, including stops and detentions	20 " " "
Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation	21
trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions,	20 " " "
Average rate of speed adopted for freight trains, in-	
cluding stops. Estimated weight in tons of passenger cars (not in-	12
cluding passengers) hauled one mile, Estimated weight in tons of merchandise cars (not in-	157,680
cluding freight) hauled one mile,	599,802
EXPENDITURES FOR WORKING THE ROAD.  For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$9,703 80 1,010 75
Number of men employed, exclusive of those engaged in construction,	26
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)  For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,  Total for maintenance of way,	10,714 55
MOTIVE POWER AND CARS.	
For repairs of locomotives,	\$4,099 66
For new locomotives, to cover depreciation, For repairs of passenger cars, and other cars For new passenger cars, to cover depreciation, For repairs of merchandise cars,	4,678 94
For new merchandise cars, to cover depreciation, For repairs of gravel and other cars,	
Total for maintenance of motive power and cars, .	8,778 60
Carried forward,	- \$19,493 15

Brought forward,		19,493 15
Number of engines,		
Number of passenger cars,		
Number of baggage cars,		
Number of gravel cars,		
Miscellaneous.		
For fuel used by engines during the year, viz.:	40.044.40	
1. Wood, number of cords, 1713. Cost of the same,	\$8,346 42	
2. Coal, number of tons, (reckoning 2,240 lbs to the ton.) 213. Cost of the same.	1,195 01	
For oil used by cars and engines, 1129 gallons,	1,163 79	Ų.
For waste and other material for cleaning, .	1,100 10	
For salaries, wages and incidental expenses, chargeable to		
passenger department,	4,913 94	
For salaries, wages and incidental expenses, chargeable to	1	•
freight department,	4,722 22	
For gratuities and damages,		
For taxes,	75 28	
for ferries,		
For repairs of station buildings, acqueducts, fixtures, fur-	r con or	
niture and other station expenses	5,623 25	
For renewals of iron, including laying down, For new iron laid down, deducting the value of old iron		
taken up,		
For amount paid other companies, in tolls for passengers		
and freight, carried on their roads, specifying each		
company,		
For amount paid other companies, as rent for use of their		
roads, specifying each company, (Boston & Me. R Road.)	3,215 00	
For office expenses,	1,253 33	
Total Miscellaneous,		30,508 24
,		
Total expenditures for working the road,		50,001 39
Total amount of interest paid during the year, .		
INCOME DURING THE YEAR.		
For Passengers:—		
1. On main road, including branches		
owned by company		
2. To and from other roads, specifying what.	\$22,254 76	
,		
For Freight:—		
1. On main road and branches owned		
by company, 32,471 08	#20 AFO FO	
2. To and from other connecting roads, 6,981 50	\$39,452 58	
6		
U. S. Mails,	792 00	
Rents and Miscellancous	9,378 15	
Total income,		71,877 49
Nott aumings often deducting averages		
Nett carnings, after deducting expenses,		\$21,876 10

Interest paid on bonded debt, Interest due Eastern Railroad Co.		\$12,864 15,846		28,710 14
Loss .		•		\$6,834 04
F	- D			
Estimated Depreciation beyond the	E KENEW	ALS, VIZ.		
Of roads and bridges,				
Engines and cars,	•	•		
Mortgage Debts,	•			
Amount of debts secured by mortgage of or any property of the Corporation, Mortgage debt paid since last report,			se,	
Increase of mortgage debt since last rep	nort.		1	
Present amount of mortgage debts,	,,,,	•	ŀ	
Number of mortgages on road and frame	chise, o		op-	

DAVID PINGREE,
HENRY G. GRAY,
JOS. N. SAUNDERSON,
N. B. MANSFIELD,
N. WESTON,
EBEN SUTTON,

Directors of the Essex Railroad Corporation.

ESSEX, ss., December 24, 1860. Then personally appeared David Pingree, Jos. N. Saunderson, N. B. Mansfield, N. Weston and severally made oath, to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

MARK HASKELL,

Justice of the Peace.

ESSEX, Ss., December 27, 1860. Then personally appeared Eben Sutton and Henry G. Gray, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

JOHN B. PARKER,

Justice of the Peace.



### EIGHTH RETURN

OF THE

### FAIRHAVEN BRANCH RAILROAD CORPORATION.

Required by Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 265; 1856, Chapters 40, 168, and 240; and 1858, Chap. 40.

Capital stock,			.		\$300,000.00
Increase of capital since last report,			. 3	None.	
Capital paid in per last report,			. 1	\$228,657.00	
C.pital paid in since last report,				3,500.00	
Total amount of capital stock paid	in,			•	232,157.00
Number of shares of eapital stock issue			. 19	2321	,
Funded debt per last report, .			. ]	None.	
Funded debt paid since last report,			. 1	None.	
Funded debt, increase of, since last rep	ort.		. li	None.	
Total present amount of funded de				None.	
Eloating debt per last report, .					
Floating debt paid since last report.					
Floating debt, increase of, since last rep	ort.				
Total present amount of floating d		•	.		
Total present amount of funded ar		na debt			275,282.28
Amount of debts secured by mortgage of					210,202.20
or any property of the Corporati				Tono	
Mortgage debt paid since last report,	on, per	iasi repui			
	· ·	•		None.	
Mortgage debt, increase of, since last re		•		None.	
Total present amount of mortgage		·		None.	
Number of mortgages on road and	iranchis	se, or an		.7	
property of the Corporation,	•	•	. [1	None.	
Maximum amount of debts during the	year,	• .			
Average rate of interest per annum pai	d during	g the yea	ar,		
Cost of Road and Equi	PMENT.				
Total amount expended for gradation a	nd maso	nry,	. 8	102,409.94	
Total amount expended for wooden brie			.	1,534.76	
Total amount expended for superstructu	ire, ineli	iding iro	n,	124,948.22	
For stations, buildings and fixtures per				26,815.26	
For stations, buildings and fixtures paid			ır.	796.86	
Total amount expended for stations, buil				27,612.22	
For land, land-damages, and fences, per			1	31,435.14	
For land, land damages, and fences paid			ır.	3,180.00	
Total amount expended for land, land-da				34,615.14	
A	0		- 10	,	

m - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		
Total amount expended for locomotives,	\$22,863.22	
Total amount expended for passenger and baggage ears,	$12,\!893.50$	
Total amount expended for merchandise cars,	23,092.44	
Total amount expended for engineering,	10,256,24	
Total amount expended for agencies and other expenses,	39,820.42	
	00,02012	\$400,055.00
Total cost of road and equipment,		φ400,000.00
Amount of assets or property held by the Corporation in		
addition to the cost of the road:—		
Ferry-boats and slips,	\$66,763.79	
Two wharves,	23,966.98	
Real estate, in settlement of land-damages, .	5,000.00	
2000 000000, 121 000000 00 00000 00000		95,730.77
		00,100111
Characteristics of Road.		
Length of road,	15.11 miles.	
Length of single main track,	15.11 miles.	
Aggregate length of sidings and other track, excepting		
main tracks and branches,	.68 miles.	
	56 lbs.	
1, 0,2	_	
Specify the different weights per yard,	52 and 56 lb	
Maximum grade, with its length, in main road, .	24.24 feet, fo	r 1.26 miles.
Maximum grade, with its length, in branch roads,	524 feet.	
Shortest range of curvature, with length of curve, in main	_	
road,	1720 feet, for	r 1801 feet.
	260° 55′.	. 1001 1000
Total degree of curvature in main road,	12.56 miles.	
Total length of straight line in main road,		
Aggregate length of wooden truss bridge,	110 feet.	
Number of public ways crossed at grade,	22	
Way stations for accommodation trains,	2	
Whole number of way stations,	2	
,		
D. Vala		
Doings during the Year.		
201	07 404	
Miles run by passenger trains,	27,484	
Miles run by freight trains,	9,420	
Miles run by other trains,	910	
Total miles run		37,814
Number of passengers earried in the ears,	54,676	
Number of passengers carried one mile,	688,419	
Number of tons of merchandise carried in the ears,	15,365	
Number of tons of merchandise carried one mile,	221,200	
Number of passengers earried one mile, to and from other	1	
roads,	462,816	
Number of tons carried one mile, to and from other roads,		
Rate of speed adopted for express passenger trains, in-		
cluding stops,	28 miles the	hour.
Rate of speed actually attained by accommodation trains,		
in light atoms and detections	15 miles in 3	5 minutes
including stops and detentions,	ro nmes m o	o minutes.
Average rate of speed actually attained by special trains,		
including stops and detentions,	20 miles per	hour.
Average rate of speed adopted for freight trains, includ-		
ing stops and detentions,	15 miles per	hour.
Estimated weight in tons of passenger cars, (not including		
nassangan ) hanlad ma mila		ascertaining.
passengers.) hauled one mile,	THO HIGHIS OF	ascertaining.

Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, No me	eans of ascertaining.
Expenditures for Working the Road.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewal of iron, \$4,5  For new iron laid down during the year, deducting the value of old rail taken up,	395.74
For wages of switchmen average per month \$28	343.00
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used.) . None.	
Motive Power and Cars.	
For repairs of locomotives,	191.50
73	593.02
For repairs of merchandise cars,	955,98
	526.25 142.00
Total for maintenance of motive power and cars,	6,508.75
Number of engines,	,
Number of passenger cars, 6	
Number of baggage cars,	
Number of merchandise cars,	
To 1 a very	371,96
Miscellaneous.	
For fuel used by engines during the year, viz.:—	
	026.96
	375.50 142.99
T3 '1 '1 '1 '	023.74
	151.14
For salaries, wages, and incidental expenses, chargeable	,
to passenger department,  For salaries, wages and incidental expenses, chargeable to freight department,	168.42
	100.54
	168.00
	979.51
For repairs of station buildings, aqueducts, fixtures, fur-	-
niture,	213.05
For salaries of president, treasurer, superintendent, law expenses, office expenses for the above officers, and	
all other expenses not included in any of the fore-	
	32.63
Total expenditures for working the road,	36,960.69
Total amount of interest paid during the year, \$18,027.02	

INCOME DURING THE YEAR.	
For passenyers:—  1. On main road, including branches owned by company,	
2. To and from other roads, specifying what,  For freight:—  1. On main road and branches owned by company,  1. 020 cc.	
2. To and from other connecting roads,	
Total income,	52,987.45 $16,026.76$

E. SAWIN, LORING MEIGS, NATHAN CHURCH, LEMUEL C. TRIPP, WM. L. B. GIBBS, I. F. TERRY.

Bristol ss. Fairhaven, Dec. 31, 1861.—Then personally appeared E. Sawin, Nathaniel Church, Lemuel C. Tripp, Wm. L. B. Gibbs, and I. F. Terry, and and made oath that the above statement, by them made and subscribed, is, according to their best knowledge and belief, true.

Before me, John Terry, Justice of the Peace.

PLYMOUTH, ss. January 2d, 1861. Then Loring Meigs personally appeared and made oath that the foregoing statement, by him subscribed, is true, according to his best knowledge and belief.

THOMAS NELSON, Justice of the Peace.

## REPORT

OF THE

## FITCHBURG RAILROAD

## CORPORATION.

FOR THE YEAR ENDING NOVEMBER 30 1860.

B O S T O N: 1860.



### REPORT

OF THE

## FITCHBURG, RAILROAD CORPORATION.

Report of the Directors of the Fitchburg Railroad Corporation for the year ending November 30, 1860.

Capital stock.  Number of shares of capital stock issued, Increase of capital, since last report, Capital paid in, per last report, Capital paid in since last report, Total amount of capital stock paid in, Funded debt, per last report, Funded debt, paid since last report, Funded debt, increase of, since last report, Total present amount of funded debt, Floating debt, paid since last report, Floating debt, paid since last report, Total present amount of funded debt, Total present amount of floating debt, Total present amount of floating debt, Total present amount of funded and floating debt,	35,400 None. 3,540,000 00 None. 100,000 00 10 ',000 00 None. None. None. None.	\$3,540,000 00 \$3,540,000 00 Nothing.
Average rate of interest per annum, paid during the year,	5½ per cent.	145,663 41
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	757,696 16	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,	300,000 00	757,696 16
For wooden bridges, per last report	Nothing.	300,000 00

For superstructure, including iron, per last report, For superstructure, including iron, paid during the past year, Total amount expended for superstructure, including iron,	905,000 00 Nothing. '
For stations, buildings and fixtures, per last report, For stations, buildings and fixtures paid during the past year, Total amount expended for stations, buildings and	445,000 00 Nothing.
for land, land-damages and fences, per last report,	732,966 27 Nothing.
past year,	732,966 27 150,000 00 Nothing.
Iotal amount expended for locomotives,  For passenger and baggage cars, per last report,  For passenger and baggage cars, paid during the past year,	31,000 00 Nothing.
Total amount expended for passenger and bag- gage cars,	31,000 00 1+9,149 32 Nothing.
Total amount expended for merchandise cars, For engineering, paid during the past year, Total amount expended for engineering,	169,149 32 49,188 25 Nothing. 49,188 25
For agencies and other expenses, per last report, For agencies and other expenses, during the past year, Total amount expended for agencies and other expenses,	Nothing. Nothing. Nothing.
Total cost of goad and equipment,	\$3,540,000 00 \$227,385 91
Cha acteristics of Road.	
Length of road,	50 93-100 miles.  None. 50 93-100 miles. 30 93-100 miles, single track. 21 81-100 miles, single track. 21 81-100 miles. 56 to 63 pounds.  49-50-53-56. 40 ft., 5 12-100 miles long. 50 ftet, 51-90 feet long. 739\frac{1}{2}\$ ftet fall. 484 feet.  818 feet, 500 feet long. 385 ftet, 530 feet long. 1,694\frac{1}{2}\$°. 34 67-100 miles. 20 52-100 miles. 907 feet. 5,449 feet. None.

	I iii
Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains. Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year.	None. 106 on main road and branches. 5 None. None run. 9 15 13 on main road and branches. 27
Doings during the round	
Miles run by passenger trains, Miles run by ireight trains, Miles run by other trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number passengers carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Authorized tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation trains, including st Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops, Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, Estimated weight in tons of merchandise cars, (not	161,912 169,547 5,992 337,451 754,830 11,398,460 395,003 9,337,045 3,720,547 5,743,174  None run. None run. 21 miles per hour. 17 miles per hour. 10 miles per ho 5,979,450
including freight,) hauled one mile,	16,465,715
Expenditures for Working the Road.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,  For repairs of wooden bridges,  For wages of switchmen, average per month, \$27,63  For wages of gate-keepers, average per month, \$35,00  For wages of signal-men, average per month, \$35,00  For wages of watchmen, average per month \$30,64  Number of men employed, exclusive of those engaged in construction,  For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)  For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,  Total for maintenance of way,	51,902 55 23,544 10 } 9,561 69 362 1,350 42 1,872 27 88,231 03
Motive Power and Cars.	
For repairs of locomotives,  For new locomotives, to cover depreciation,  For repairs of passenger cars,  For new passenger cars, to cover depreciation,  For repairs of merchandise cars,  For new merchandise cars, to cover depreciation,  For new merchandise and other cars,	40,700 27 Nothing. 6,531 73 Nothing. 17,232 31 212 08 264 60

Total for maintenance of motive power and cars, imber of engines,	64,940 99
Imber of passenger cars, Imber of baggage cars, Imber of merchandise cars, Imber of gravel cars,	28 8 eight wheel, and 2 four wheel. 356, 8 wheel, and 283, 4 wheel. 40
Miscellaneous.	
or fuel used by engines, during the year, viz., 1. Wood, number of cords, 4,355 Cost of the	
same,	17,596 83
or oil used by cars and engines,	19,096 91 5,763 30
or waste and other material for cleaning,	1,090 91 26,665 80
or salaries, wages and incidental expenses, chargea-	
or gratuities and damages,	1,757 85
or ferries,	Nothing.
furniture,or renewals of iron, (including laying down,)	24,910 67 23,120 45
iron taken up,	12,144 00
each company,or amount paid other companies, as rent for use of	Nothing.
boro and Shirley Railroad,or salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices.	1,610 61
and all other expenses not included in any of the foregoing items,tal miscellaneous,	12,596 78 207,449 01
otal expenditures for working the road,tal amount of interest paid during the year,	360,621 03 Received more than paid.
Income during the year.	
or Passengers:—	
<ol> <li>On main road, including branches owned by company,</li></ol>	166,382 15 73,591 11 239,973 26
or Freight:—	
<ol> <li>On main road, and branches owned by company,</li> <li>To and from other connecting roads,</li> <li>mails</li> </ol>	232,927 09 150,065 61 382,992 70 9,900 00
ents, \$3,644 75. Interest, 9,928 06. Miscellaneous, 16,583 01,	30,155 82
Total income,et earnings, after deducting expenses,	663,021 78 302,400 75
ble to freight department, or gratuities and damages, or taxes and insurance, or terries, or repairs of station buildings, acqueducts, fixtures, furniture, or renewals of iron, (including laying down,) or new iron laid down, deducting the value of old iron taken up, or amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, or amount paid other companies, as rent for use of their roads, specifying each company. Peterboro and Shirley Railroad, or salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices and all other expenses not included in any of the foregoing items, tal miscellaneous, obtal expenditures for working the road, otal amount of interest paid during the year.  Income during the year.  In On main road, including branches owned by company, company, specifying what, for Freight:—  1. On main road, and branches owned by company, smalls, ents, \$3,644.75. Interest, 9,928.06. Miscellaneous, 16,583.01, Total income,	5,495 27 Nothing. 24,910 67 23,120 45 12,144 00 Nothing. 1,610 61 12,596 78 207,44 360,62 Received more than paid. 166,382 15 73,591 11 239,97 232,927 09 150,065 61 382,99 9,90 30,15 663,02

Dividends.	
Six per cent. Total, Surplus not divided, Surplus last year, Deduct amount paid for Peterboro and Shirley Railroad. 132,663 41 Total surplus,	90,000 75 }114,643 62 204,644 37
Estimated Depreciation beyond the Renewals, viz:—  Road and bridges, Buillings, Engines and cars,	Nothing. Nothing. Nothing.
Mortgage Debts.	
Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,	Nothing.
Number of mortgages on road and franchise, or any property of the corporation,	
FINE C	

The foregoing report is respectfully submitted by

JOHN J. SWIFT, THOMAS WHITTEMORE, P. B. BRIGHAM, W. E. FAULKNER,

Directors of the Fitchburg Railroad Corporation.

Suffolk, ss., December 27, 1860.

Then personally appeared John J. Swift, Thomas Whittemore, P. B. Brigham, and W. E. Faulkner, and severally made oath to the truth of the foregoing statement, by them subscribed, according to their best knowledge and belief.

Before

W. B. STEARNS, Justice of the Peace.

### ACCIDENTS.

February 1. John Hawkins was run over and fatally injured while walking upon the track between Littleton and Groton.

April 5. The 5:15 P. M. train on the Lancaster and Sterling Branch, came in contact with a horse and wagon, at Russell's Crossing, near Feltonville—three men in the wagon at the time. Horse was killed, wagon broken, men unhurt.

June 19. A carriage containing three ladies run off the bank near bridge over the railroad in Waltham. Horse was killed, carriage broken; one lady fractured arm, one head bruised, and the other said not to have been injured.

September 21. Mr. Wilder fell through railroad bridge at Leominster, and was injured in the head.

September 22. Richard Collins while shackling cars was fatally injured.

October 2. John Harkins while laying upon the track, was run over by the 7 o'clock train and killed.

October 3. George De Witt, brakeman, was caught between two cars at Concord, and fatally injured.



## REPORT

OF THE DIRECTORS OF THE

# Fitchburg & Worcester Rail Road Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,	\$	500,000.00
[Fixed by vote of Directors, December 23d, 1857,] -	275,000.00	
Number of shares of capital stock issued, - 2010		
Increase of capital, since last Report,	3,030.00	
Capital paid in, per last Report,	214,295.70	
Capital paid in, since last Report,	3,030.00	
Total amount of capital stock paid in,	20 202 20	217,325.70
Funded debt, per last Report,	62,900.00	
Funded debt, paid since last Report, Funded debt, increase of, since last Report,	8,800.00	
Total present amount of funded debt,	None.	54 700 00
Floating debt, per last Report,	300.00	54,100.00
Floating debt, paid since last Report,	300.00	
Floating debt, increase of, since last Report, -	5,129.00	
Total present amount of floating debt,	0,120.00	5,429.00
Total present amount of funded and floating debt.		59,529.00
Average rate of interest per annum, paid during the year,	Six per cent.	00,020.00
Maximum amount of debts during the year, -	62,900.00	
	,	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,	\$105,801.32	
For graduation and masonry, paid during the past year,	None.	
Total amount expended for graduation and masonry,		105,801.32
For wooden bridges, per last Report, -	1,677.92	
For wooden bridges, paid during the past year,	None.	
Total amount expended for wooden bridges,  Total amount expended for iron bridges, (if any,)	N	1,677.92
For superstructure, including iron, per last Report,	None.	
For superstructure, including iron, paid during the past	100,267.83	
year,	None.	
Total amount expended for superstructure, including	TTORC.	
iron		100,267.83
For stations, buildings and fixtures, per last Report,	21,991.79	200,20,100
For stations, buildings and fixtures, paid during the past	,	
year,	None.	
Total amount expended for stations, buildings and fix-		
tures,		21,991.79
For land, land-damages, and fences, per last Report,	32,092.88	
For land, land-damages, and fences paid during the past		
year,	None.	
Total amount expended for land, land-damages and		
fences, For locomotives, per last Report,	10.007.10	32,092.88
For locomotives, paid during the past year, -	18,867.19	
Total amount expended for locomotives, -	None.	10 007 10
For passenger and baggage cars, per last Report,	6,594.24	18,867.19
For passenger and baggage cars paid during the past year,	None.	
Total amount expended for passenger and baggage cars,	2.540.	6,594.24
For merchandise ears, per last Report,	14,765.12	J,001.21
For merchandise cars, paid during the past year,	None.	
Total amount expended for merchandise cars.		14,765.12
		,

For engineering, per last Report,	- 7,746.59
For engineering, paid during the past year,	- None.
Total amount expended for engineering,	7,746.5
For agencies and other expenses, per last Report	
For agencies and other expenses, paid during	the neet
	- None.
year,	
Total amount expended for agencies and other	
Total cost of road and equipment,	333,884.6
Amount of assets or property held by the Corpo	
addition to the cost of the road,	- None.
Taken from reserved fund, and Company purch	asing and
cancelling its stock and credited construction	account] 58,884.6
[Total cost of road,]	- 275,000.0
,	
CHARACTERISTICS OF ROAD.	
Length of road,	- 13,993 miles.
Length of single main track,	- 13,994 miles.
	None.
Length of double main track,	
Length of branches owned by the Company	
whether they have a single or double track,	
Aggregate length of sidings, and other tracks,	
main tracks and branches,	- 2.372 miles.
Weight of rail, per yard, in main road,	-   54 pounds.
Weight of rail, per yard, in branch roads, (s)	pecify the
different weights per yard,)	- None.
Maximum grade, with its length, in main road,	39 6-10 feet per mile for 3 90
g,,	1000 miles, except for 23-10 of a mile of 61 77-100 feet p
	mile, at crossing of Fitel
	mile, at crossing of Fitch
Maximum grade, with its length, in branch road	
Total rise and fall in main road,	- 304 3-10 feet.
Total rise and fall in branch roads,	- None.
Shortest radius of curvature, with length of	
main road,	- of curve 702 feet.
Shortest radius of curvature, with length of	. 1 -
	curre, m
branch roads,	805° 48′
Total degrees of curvature, in main road,	· · · · · · · · · · · · · · · · ·
Total degrees of curvature, in branch roads, -	- None.
Total length of straight line, in main road, -	-
Total length of straight line, in branches, -	- None.
Aggregate length of wooden truss bridges, -	- None.
Aggregate length of all other wooden bridges,	. We have no iron or woode
Aggregate length of iron bridges,	bridges, stone masonry habeen substituted.
Whole length of road unfenced on both sides,	- All fenced.
Number of public ways crossed at grade, -	- 17
Number of railroads crossed at grade,	1
Remarks,	
Way stations for express trains,	- 4
Way stations for accommodation trains,	1
Flag stations,	- 3
Whole number of way stations,	- 4
Whole number of flag stations,	- 3
Doings during the Year.	
	- 27,350
Miles run by passenger trains,	
Miles run by freight trains,	- 10,144
Miles run by other trains,	-
Total miles run,	- 37,49
Number of passengers carried in the cars, -	- 54,635
Number of passengers carried one mile, -	- 647,126
Number of tons of merchandise carried in the ca	ars, - 38,153
Number of tons of merchandise carried one mile	
Number of passengers carried one mile, to and fr	
roads,	- 573,668
Number of tons carried one mile, to and fro	
roads,	
111/01/5.	-   473,612
	roine in
Rate of speed adopted for express passenger to cluding stops,	rains, in-

Average rate of speed actual	ly attai	ined by	express	pas-		
senger trains, including s				-	00	
Rate of speed adopted for acc Rate of speed actually attained				rains.	22 miles per ho	ur.
including stops and deter		-	-	-	22 miles per ho	ur.
Average rate of speed actually	y attain	ed by s	pecial tı	rains,	•	
including stops and deter		-		-12		
Average rate of speed adopted ing stops, -	1 10r 11	reight tr	ams, m	ciua-	10½ miles.	
Estimated weight in tons of p	asseng	er cars	(not in	clud-	102 mics.	
ing passengers) hauled or	ne mile,	, -	`-	-	Not estimated.	
Estimated weight in tons of			ears (no	ot in-	37.4	
cluding freight) hauled o	пе шпе	, -	•	-	Not estimated.	
77	-		,			
EXPENDITURES FOR W For repairs of road, mainter				wo of		
wooden bridges, and rene			-	-	\$5,796.14	
For repairs of wooden bridge		- ′	-		<b>#</b>	
For wages of switchmen, aver				] _ [		
For wages of gate-keepers, av				otal	314.00	
For wages of signal-men, ave For wages of watchmen, aver				ĬĬ		
Number of men employed, ex	clusive	of thos	e engag	ed in		
construction, -	•		•		27	, .
For removing ice and snow, labor, tools, repairs, and					Included in ro	ad repairs
For repairs of fences, gates, h					s and fuel.	
keepers, switchmen, tool-			-	-	720.36	
Total for maintenance of w	ay,	-	-	-		6,830.50
Motive Power	R AND	CARS.				
For repairs of locomotives,	_ a		-	-	\$4,583.99	
For new locomotives, to cove For repairs of passenger cars,		ciation,	-	-	801.82	
For new passenger cars, to co	ver der	reciatio	n,	-	001.02	
For repairs of merchandise ca	ars,	_	-	-	1,518.16	
For new merchandise cars, to			tion,	-		
For repairs of gravel and oth Total for maintenance of m			d cars.	-		6,903.97
Number of engines, -	-	-	-	-	3	0,000,00
Number of passenger cars,	-	•	-	-	3	
Number of baggage cars,	-	-	-	-	1	
Number of merchandise cars,		-	-	-	14-26 of 74, 6 wheels as 2	
Number of gravel cars,	-	-	-	-	y wheels as 2	cars.
Miscella	NEOUS					
For fuel used by engines duri						
Wood, number of cords,		Cost	f the	same,	\$3,987.80	
Coal, number of tons, (reten,) ——. Cost of sam		g 2,240	ibs, t	o tne		
For oil used by cars and eng		-	-	-	477.03	
For waste and other material	for clea	aning,			136.02	
For salaries, wages and incide	ental ex	penses,	chargea	ble to	9.025.00	
passenger department, For salaries, wages and incide	- ental ex	nenses.	charges	ble to	2,635.08	
freight department,	•	-	-	-	3,202.73	
For gratuities and damages,	-	-	-	-	107.16	
For taxes and insurance,	-	-	-	-	311.17	
For ferries, For repairs of station build	inos o	- canedna	ets. fire	- fures	•	
furniture, -	<u>-</u>	-	- HA	-	2,817.07	
For renewals of iron, includi						
For new iron laid down, dedu	ucting	the valu	e of old	i iron		
taken up,	-	•	-	-		

For amount paid oth	er com	panies,	in tolls	for pas	sengers		
and freight carri company,	ed on	their re	oads, s	pecifyir	g each		
For amount paid oth	er com	anies, a	as rent i	for use o	of their		
roads, specifying	each c	ompany	7, -	-	-		
For salaries of Pre	sident,	Treasu	irer, S	uperint	endent,		
law expenses, o	ffice ex	penses	of the	above	offices.		
and all other ex	penses	not in	cluded	in any	of the		
foregoing items,	-	-	-	-	-	1,726.34	
Total miscellaneous		,	٠,	-	-	15,400.40	
Total expenditures for	r work	ing the	road,	-	-		29,134.87
Total amount of inter	rest par	a aurm	g the y	ear,	-		
	DURIN	G THE	YEAR.				
For Passengers:	1 21						
1. On main road, inc	uding	oranche	sowne	a by con	mpany,	\$16,821.15	
<ol><li>To and from other For Freight:</li></ol>	roaus,	specity	шg wh	at,	-		
1. On main road and	branch	es own	ed by a	omnon	<del>,</del> _	99 609 00	
2. To and from other	connec	ting ro	ads	ompan	', -	22,603.98	
U. S. Mails, -	-	-	-	-	_	1,074.84	
Rents, [miscellaneou	s receip	ts and e	express	.1 .		2,441.27	
Total income,	-	-	-	, ·	_	42,941.24	
Net earnings, after de	educting	g expen	ses,	-	-	13,806.37	
	Divid	ENDS					
6 Per cent. Total, [			econd (	class pr	eferred		
stock,] -	_	-		-	-	\$11,370.00	
Surplus not divided,	-	-	-	-	-	φ=2,0.0.00	
Surplus last year,	-	-	-	-	-	10,029.00	
Total surplus,	-	-	-	-	-	9,177.86	
ESTIMATED DEPRECIA	TION BE	EVOND 1	ене Ве	NEWALS	. Viz.		
Of road and bridges,	-	-		_	-		
Buildings, -	-	_	-	-	-		
Engines and cars,	-	-	-	-	-		
Mo	RTGAGI	n Depar	10				
Amount of debts, seco				ne hear	fran-		
chise, or any pro	perty o	of the	Cornors	tion. r	er last		
Report, -	-	-	-	-	-	\$62,900.00	
Mortgage debt, paid s	ince las	t Repor	rt,	_	-	8,800.00	
Increase of mortgage	debt, si	nce las	${ m t} { m \hat{R}epo}$	rt,	-	None.	
Present amount of mo	ortgage	debts,	-	-	-	54,100.00	
Number of mortgage	s on r	oad an	d fran	chise, c	r any		
property of the C	Corpora	tion.	-	-	-	One.	

No Accidents to persons or property.

IVERS PHILLIPS, NATH'L WOOD, JAMES H. CARTER, SAM'L HOUGHTON, WM. D. PECK,

Directors of the  $Fitchburg \ \& \ Worcester \ Railroad \ Corporation.$ 

Worcester, ss., December 24, 1860.

Then personally appeared Ivers Phillips, Nath'l Wood, James H. Carter, Samuel Houghton, Wm. D. Peek, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

A. NORCROSS, Justice of the Peace.

# EIGHTH ANNUAL REPORT

-OF THE-

Hampshire & Hampden Railroad Company
For 1860.



#### EIGHTH ANNUAL REPORT

OF THE

## Hampshire & Hampden Railroad Company.

Report of the Hampshire & Hampden Railroad, under the General Statutes, Chapter 63, Sections 132 to 135.

Capital Stock,		\$375,000,00
Number of shares of capital stock issued, .		
Increase of capital, since last Report,	# 000 0F0 00	
Capital paid in, per last Report,	\$ 292,950,90	
Capital paid in, since last Report,		
Total amount of capital stock paid in, Funded debt, per last Report,	303,014,00	
Funded debt, paid since last Report,	000,011,00	
Funded debt, increase of, since last Report,		
Total present amount of funded debt,		303,014,00
Floating debt, per last Report,	6,000,00	, ,
Floating debt, paid since last Report.		
Floating debt, increase of, since last Report, .		
Total present amount of floating debt, in-		
cluding unpaid coupons,	78,577,70	
Total present amount of funded and floating		001 701 80
debt,		381,591,70
Average rate of interest per annum, paid during the year,	Six per cent.	
Maximum amount of debts during the year,	DIX per cens.	
maximum amount of depts during the year,		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,	\$191,637,76	
For graduation and masonry, paid during the		
past year,		
Total amount expended for graduation and		101 002 20
masonry,	26,065,33	191,637,76
For wooden bridges, per last Report, .	20,000,00	
For wooden bridges, paid during the past year, Total amount expended for wooden bridges,		26,065,33
Total amount expended for iron bridges (if		20,000,00
any.)		
For superstructure, including iron, per last Re-		
port,	198,547,69	
For superstructure, including iron, paid during		
the past year,		
Total amount expended for superstructure,		
including iron,		198,547,69
For stations, buildings and fixtures, per last	99 117 09	
Report,	33,115,97	•
For stations, buildings and fixtures, paid during the past year,		
the past year,		

Total amount expended for stations, buildings and fixtures, For land, land-damages and fences, per last	33,115,97
Report,	51,103,61
For land, land-damages and fences, paid during the past year,	350,00
Total amount expended for land, land-damages and fences,	51,453,61
For locomotives, per last Report, For locomotives, paid during the past year, by New Haven & Northampton Co., Total amount expended for locomotives, For passenger and baggage cars, per last Re-	23,622,19
port, For passenger and baggage cars, paid during the past year, Total amount expended for passenger and baggage cars, For merchandise cars, per last report, For merchandise cars, paid during the past year, Total amount expended for merchandise cars, For engineering per last Report, Agencies, Discount on Bonds, &c., For engineering, agencies and other expenses, paid during the past year, Total amount expended for engineering, agencies, Discount on Bonds, &c., Total cost of road and equipment, Amount of assets or property held by the corporation in addition to the cost of the road,  Characteristics of Road.	77,112,36 77,112,36
Length of Road,	. 24.96 miles.
Length of single main track, Length of double main track, Length of branches owned by the Company, stating whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	2½ miles.
Weight of rail, per yard, in main road,	56 and 58 lbs.
Weight of rail, per yard, in branch roads, Specify the different weights per yard,	
Maximum grade, with its length, in main road, Maximum grade, with its length in branch roads,	40 ft. for 5 miles.
Total rise and fall in main road,  Total rise and fall in branch roads,	335 feet rise, 273 ft. fall.
Shortest radius of curvature, with length of curve in main road, Shortest radius of curvature, with length of curve, in branch roads,	1000 ft. 1500 ft. long.
Total degrees of curvature, in main road, Total degrees of curvature, in branch roads.	10030
Total length of straight line, in main road, . Total length of straight line, in branches.	16.10 miles.
Aggregate length of wooden truss bridges, . Aggregate length of all other wooden bridges,	842 ft. 136 ft.

Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of tons of merchandise carried one mile, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains, Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains		
Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of rail roads crossed at grade, Remarks,	Aggregate length of iron bridges.	
Number of public ways crossed at grade, Number of rail roads crossed at grade, Remarks, Way stations for express trains, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  DOINGS DURING THE YEAR.  Miles run by passenger trains, Since July 1st, 14,540 By freight trains, "10,741 "other "583 Total miles run, 25,864 Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried one mile, Number of passengers carried one mile, Number of passengers carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops, Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, Expenditures for Working the Road.  Expenditures for Working the Road.  Expenditures for worden bridges, For repairs of Road, maintenance of way ex- clusive of wooden bridges, For repairs of wooden bridges, For repairs of wooden bridges, For repairs of wooden bridges, For wages of switchmen, average per month,		3 miles.
Number of rail roads crossed at grade, Remarks,  Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  DOINGS DURING THE YEAR.  Miles run by passenger trains, Since July 1st, 14,540 By freight trains, "10,741 " other "583 Total miles run, 25,864 Number of passengers carried in the cars, Number of passengers carried one mile, Number of passengers carried one mile, Number of passengers carried one mile, to and from other roads, Number of tons of merchandise carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops, Estimated weight in tons of passenger cars, (not including freight,) hauled one mile, Extended weight in tons of merchandise cars, (not including freight,) hauled one mile, Extended weight in tons of merchandise cars, (not including freight,) hauled one mile, Extended weight in tons of merchandise cars, (not including freight,) hauled one mile, Extended weight in tons of merchandise cars, (not including freight,) hauled one mile, Extended weight in tons of merchandise c	Number of public ways crossed at grade.	
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Average rate of speed adopted for freight trains, including stops.  Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,  EXPENDITURES FOR WORKING THE ROAD. For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,) For repairs of wooden bridges, For wages of switchmen, average per month,		
including stops,  Estimated weight in tons of passenger cars,   (not including passengers,) hauled one mile,   Estimated weight in tons of merchandise cars,   (not including freight,) hauled one mile,  EXPENDITURES FOR WORKING THE ROAD.  For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,)   For repairs of wooden bridges,   For wages of switchmen, average per month,		
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,  EXPENDITURES FOR WORKING THE ROAD.  For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,)  For repairs of wooden bridges, For wages of switchmen, average per month,		
(not including passengers,) hauled one mile, Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,  EXPENDITURES FOR WORKING THE ROAD. For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,) For repairs of wooden bridges, For wages of switchmen, average per month,		
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,  EXPENDITURES FOR WORKING THE ROAD.  For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,)  For repairs of wooden bridges,  For wages of switchmen, average per month,		
(not including freight,) hauled one mile,  EXPENDITURES FOR WORKING THE ROAD.  For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,)  For repairs of wooden bridges,  For wages of switchmen, average per month,	Estimated weight in tons of merchandise cars	٨
EXPENDITURES FOR WORKING THE ROAD.  For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,)  For repairs of wooden bridges,  For wages of switchmen, average per month,		
For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,)  For repairs of wooden bridges, For wages of switchmen, average per month,	(not including respusy) hadred one line,	•
clusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,)  For repairs of wooden bridges,  For wages of switchmen, average per month,	•	
iron, (for 5 months, since July 1st,) For repairs of wooden bridges, For wages of switchmen, average per month,		
For repairs of wooden bridges, For wages of switchmen, average per month,		
For repairs of wooden bridges, For wages of switchmen, average per month,	iron, (for 5 months, since July 1st,) .	
	For repairs of wooden bridges,	
	For wages of switchmen, average per month,	
	\$28,00.	
For wages of gate-keepers, average per month,	For wages of gate-keepers, average per month	
\$		
For wages of signal-men, average per month, \$		
For wages of watchmen, average per month,		
25,00.		
Number of men employed, exclusive of those		
		40
	For removing ice and snow (this item to in	
For removing ice and snow, (this item to in-	alada all labor tools reneirs and extra steem	
clude all labor, tools, repairs, and extra steam- power used, 133,05		
	power used,	1 190,00

For repairs of fences, gates, houses for signal- men, gate-keepers, switchmen, tool-houses, Total for maintenance of way,		\$ 3,338,90
Motive Power and Cars.		
For repairs of locomotives,	\$681,80	
For repairs of passenger cars, and Freight,  Rents paid N. Y. & N. H. R. R.	1,241,29	
For new passenger cars, to cover depreciation, For repairs of merchandise cars,		
For new merchandise cars, to cover depreciation, For repairs of gravel and other cars, Total for maintenance of motive power and		
ears,		\$1,923,09
Number of engines, owned by New Haven & Northampton Co.,	Three.	
Number of baggage cars,		
Number of merchandise cars,		
MISCELLANEOUS.		
For fuel used by engines during the year, viz: Wood, number of cords, 591. Cost of		
the same,	. 1,924,04	
to the ton,) Cost of Coal, For oil used by cars and engines,	345,55	
For waste and other material for cleaning, For salaries, wages, and incidental expenses,	95,78	
chargeable to passenger department, For salaries, wages, and incidental expenses,	3,698,75	
chargeable to freight department,	20.00	•
For gratuities and damages,	30,00	
For constructing Telegraph 30 miles, . For repairs of station buildings, aqueducts, fix-	318,29	
tures, furniture, For renewals of iron, exclusive of laying down,	255,40	
For new iron laid down, deducting the value of old rail taken up,		
For amount paid other companies, in tolls for passengers and freight carried on their roads,		
specifying each company,		
For salaries of president, treasurer, superintend- ent, law expenses, office expenses of the above		
offices, and all other expenses not included in any of the foregoing items,	611,77	
Total Miscellaneous, for 5 months, Total expenditures for working the road,		\$8,994,54
5 months from July 1st, Total expenditures for working the road,	14,256,53	
TOTAL OFFICIALISM OF TOTALING MICHORAL	17,928,85	
7 months previous to July1st, Total expenditures for working the road,	11,020,00	\$32,185,38

DIVIDENDS.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or							
1. On main road, including branches owned by company, 2. To and from other roads, specifying what, For Freight:— 1. On main road and branches owned by Co., 2. To and from other connecting roads, U. S. Mails. No pay for last 5 months, Rents and Express, Total income,  Net earnings, after deducting expenses, Dividends.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  Mortgage Debts.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or	Income du	RING TH	E YE	AR.		4	
1. On main road, including branches owned by company, 2. To and from other roads, specifying what, For Freight:— 1. On main road and branches owned by Co., 2. To and from other connecting roads, U. S. Mails. No pay for last 5 months, Rents and Express, Total income,  Net earnings, after deducting expenses, Dividends.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  Mortgage Debts.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or	For Passengers :-						
by company, 2. To and from other roads, specifying what, For Freight:— 1. On main road and branches owned by Co., 2. To and from other connecting roads, U. S. Mails. No pay for last 5 months, Rents and Express, Total income,  Net earnings, after deducting expenses, DIVIDENDS.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or		ncluding	bran	ches o	wned		
2. To and from other roads, specifying what, For Freight:— 1. On main road and branches owned by Co., 2. To and from other connecting roads, U. S. Mails. No pay for last 5 months, Rents and Express, Total income,  Net earnings, after deducting expenses,  DIVIDENDS.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or	by company,				.		
1. On main road and branches owned by Co., 2. To and from other connecting roads, U. S. Mails. No pay for last 5 months, Rents and Express, 554,59  Total income, 554,59  Net earnings, after deducting expenses, 554,59  DIVIDENDS.  Per cent. Total, 500 Surplus not divided, 500 Surplus last year, 500 Total surplus, 500 Mortgage of road and franchise, or any property of the Corporation, per last Report, 500 Surplus debt, paid since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, since last Report, 100 Surplus from fortgage debt, 100	2. To and from ot	her roads	, spec	ifying	what,	• , ,	4
2. To and from other connecting roads, U. S. Mails. No pay for last 5 months, Rents and Express, Total income,  Net earnings, after deducting expenses,  DIVIDENDS.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or			_				
U. S. Mails. No pay for last 5 months, Rents and Express, Total income,  Net earnings, after deducting expenses,  DIVIDENDS.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or						17.242,47	
Rents and Express, Total income,  States and Express, Total income,  States are deducting expenses,  DIVIDENDS.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or						* ***	
Total income,  Net earnings, after deducting expenses,  DIVIDENDS.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or	U. S. Mails. No pay	for last	5 mor	nths,			
Net earnings, after deducting expenses,  DIVIDENDS.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Increase of mortgage debt, since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or				•	•	554,59	@99 94E CO
DIVIDENDS.  Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or	Total income,	•.		•			\$33,340,00
Per cent. Total, Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or	Net earnings, after de	educting	exper	ises,	,		\$1,160,30
Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or	Div	IDENDS.					
Surplus not divided, Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or	73						
Surplus last year, Total surplus,  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or			•	•	.		
Mortgage Debts.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report,  Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or			•	•	•		
MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or			•				
Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report,	Total surplus,	•	•	•	•		
and franchise, or any property of the Corporation, per last Report,  Mortgage debt, paid since last Report, Increase of mortgage debt, since last Report, Present amount of mortgage debt, Number of mortgages on road and franchise, or	Morto	GAGE DE	BTS.				
Trainber of moregages on road and tranchise, or	and franchise, or a ration, per last Rej Mortgage debt, paid Increase of mortgage Present amount of	ny propo port, since last debt, si mortgag	erty of Repo nce la ge deb	f the Cort, st Rep	orpo-	\$303,014,00	
any property of the Corporation, Two.	any property of th	e Corpor	ation.	·		Two.	

This road is leased to the New Haven and Northampton Co., for Nine Hundred and Ninety-Nine Years, the Lessees to pay Running Expenses, keep the Road in Repair, pay the Interest on First Mortgage Bonds, and pay the Bonds at maturity.

The New Haven and Northampton Company hired the New York and New Haven R. Company to operate the road with their equipment, they taking the Receipts and paying the balance, after deducting Expenses, to the New Haven and Northampton Co. The Books and Running Accounts of the Road are so mingled with the New York and New Haven Rail Road, that questions asked as to the detail in operating the Road cannot be accurately answered. This arrangement ceased July 1st, 1860, when the New Haven and Northampton Co. purchased Engines and commenced operating it themselves, hiring Cars of the New York and New Haven R. R. Co. Since, the detail is given, but includes the Farmington Valley Rail Road, 43 miles long, in Connecticut, as per Lease.

#### ACCIDENTS.

Sept. 24th.—The Freight Train from Northampton ran into a Horse and Wagon driven by Edward Burns, at Elm St. Crossing, Westfield, carrying the horse and wagon some four hundred feet, striking a culvert and fracturing Burns' skull—he has since recovered. The bell was rung and the whistle sounded, but he took no notice of either.

Oct. 24th.—John Maliff, an Irishman in the employ of the Company, was struck by the Engine of the morning Passenger train to New Haven, while walking on the track in Westfield—he lived about ten hours. Maliff was cautioned by his companions, but he persisted in going to the crossing, where he was struck.

Nov. 3d.—The Engine of the 10.45 A. M. Express train, when near Southampton, left the track on a curve, turned over, scalding the fireman, Jerome Bridgman, so that he died almost instantly. No cause can be assigned, as the train was running at its usual speed. A Freight train passed the same place some ten minutes before, when all was safe.

JOS. E. SHEFFIELD, WM. JOHNSON, IRA YEAMANS, Jr., S. D. PARDEE,

NEW HAVEN, NEW HAVEN COUNTY SS., Dec. 31, 1860. Then personally appeared Joseph E. Sheffield, Wm. Johnson, Ira Yeamans, Jr., and Stephen D. Pardee, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before

BENJ. BEECHER, Justice of the Peace.

#### EIGHTEENTH ANNUAL REPORT

OF THE

### HARTFORD AND NEW HAVEN RAIL-ROAD COMPANY.

Report of the Directors of the Hartford and New Haven Railroad Corporation for the year ending November 30, 1860.

Capital Stock, [allowed by the Charter in Mass.,] Number of shares of capital stock issued, Increase of capital, since last Report, Capital paid in, per last Report, Capital paid in, since last Report,. Total amount of capital stock paid in, in Mass. and Conn., Funded debt, per last Report, Funded debt, paid since last Report, . Funded debt, increase of, since last Report, Total present amount of funded debt, . Floating debt, per last Report, Floating debt, paid since last Report, . Floating debt, increase of, since last Report, Total present amount of floating debt, Total present amount of funded and floating debt, Average rate of interest per annum, paid during the year, Maximum amount of debts during the year, COST OF ROAD AND EQUIPMENT. For graduation and masonry, per last Report, including land, &c., For graduation and masonry, paid during the past year, removing building, Total amount expended for graduation and masonry, For wooden bridges, per last Report, . For wooden bridges, paid during the past year,

\$300,000
23,500
The cap. stock has been merged in the cap. stock of H. & N. H. R. R. Co., in Conn., accord'g to the provisions of the charter and amend'nts thereof.
\$2,350,000
964,000
35,000

929.000

6 per cent.

964,000

247,818.02

77.25

Total amount expended for wooden bridges, Total amount expended for iron bridges, (if any,) For superstructure, including iron, per last Re-	
port,	
For superstructure, including iron, paid during the past year,	
Total amount expended for superstructure, including iron,	247,895.27
For stations, buildings and fixtures, per last	17 129 20
For stations, buildings and fixtures, paid during the past year,	17,132.39
Total amount expended for stations, buildings	
and fixtures,	17,132.39
For land, land-damages and fences, per last	
Report,	
For land, land-damages and fences, paid during the past year	
ing the past year,	44,267.77
For locomotives, per last Report,	
For locomotives, paid during the past year,	
Total amount expended for locomotives, .	
For passenger and baggage cars, per last Rep't,	
For passenger and baggage cars, paid during	
the past year,	
Total amount expended for passenger and bag-	
gage cars, For merchandise cars, per last Report,	
For merchandise cars, paid during the past	•
year,	
Total amount expended for merchandise cars,	
For engineering, per last Report,	
For engineering, paid during the past year,	
Total amount expended for engineering,	
For agencies and other expenses, per last Re-	
port,	
the past year,	
Total amount expended for agencies and other	
expenses,	
Total cost of road and equipment,	
Amount of assets or property held by the cor-	
poration in addition to the cost of the road,	
CHARACTERISTICS OF ROAD.	
Length of road,	$5\frac{87}{100}$ miles.
Length of single main track,	5 8 7 66
Length of double main track, .  Length of branches owned by the Company,	$5\frac{37}{100}$ "
stating whether they have a single or double	•
track,	$2\frac{4}{3}\frac{8}{2}\frac{8}{0}$ "
Aggregate length of sidings and other tracks,	3 & U
excepting main tracks and branches, .	

Weight of rail, per yard, in main road, .	57 lbs.
Weight of rail, per yard, in branch roads,	
(specify the different weights per yard,)	57 lbs.
Maximum grade, with its length, in main road,	17 $\frac{58}{100}$ feet; length $\frac{52}{100}$
Maximum grade, with its length, in branch	
roads,	
Total rise and fall in main road,	
Total rise and fall in branch roads, .	$31 \frac{61}{100}$
Shortest radius of curvature, with length of	100
curve, in main road,	$477\frac{1}{2}$ ft.; length $1\frac{1}{16}$ mile.
Shortest radius of curvature, with length of	11, 2 11., 101.511 11.6111101
curve, in branch roads,	
	227°
Total degrees of curvature in main road,	~ ii
Total degrees of curvature, in branch roads,	4 25
Total length of straight line, in main road,	$4 \frac{25}{1000}$
Total length of straight line, in branches, .	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges, .	
Whole length of road unfenced on both sides,	_
Number of public ways crossed at grade,	7
Number of railroads crossed at grade, .	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	
Flag stations,	one, Long Meadow.
Whole number of way stations,	
Whole number of flag stations,	one.
Doings during the Year.	
	20.001
Miles run by passenger trains,	20,691
Miles run by freight trains,	8,730
Miles run by other trains,	00.401
Total miles run,	29,421
Number of passengers carried in the cars,	230,882
Number of passengers carried one mile,	1,212,132
Number of tons of merchandise carried in the	
cars,	123,322
Number of tons of merchandise carried one	
mile,	647,441
Number of passengers carried one mile, to and	
from other roads,	618,182
Number of tons carried one mile, to and from	
other roads,	
Rate of speed adopted for express passenger	
trains, including stops,	33 miles.
Average rate of speed actually attained by ex-	
press passenger trains, including stops and	
detentions,	33 miles.
Rate of speed adopted for accommodation trains,	
Rate of speed actually attained by accommoda-	
tion trains, including stops and detentions, .	27 miles.
won mains, madains stops and detentions,	A I IIIIOS.

Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops,
(not including passengers,) hauled one mile, Estimated weight in tons of merchandise cars (not including freight) hauled one mile,
Expenditures for Working the Road.
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,
For repairs of wooden bridges,  For wages of switchmen, average per month, \$30.50,
For wages of gate-keepers, average per month, \$26.00,
For wages of watchmen, average per month, \$30.00,.
Number of men employed, exclusive of those engaged in construction,
For removing ice and snow, (this item to include all labor, tools, repairs, and extrasteam power used,)
For repairs of fences, gates, houses for signalmen, gate-keepers, switch-men, tool-houses, Total for maintenance of way,
Motive Power and Cars.
For new locomotives, to cover depreciation, .
For repairs of passenger cars, For new passenger cars, to cover depreciation, For repairs of merchandise cars,
For new merchandise cars, to cover depreciation,
For repairs of gravel and other ears, .  Total for maintenance of motive power and cars, .  Number of engines,
Number of passenger cars,
Number of merchandise cars,
Miscellaneous.
For fuel used by engines during the year, viz:—
Wood, number of cords,———. Cost of the same,
Coal, number of tons, (reckoning 2,240 lbs. to ton,———. Cost of same,
For oil used by cars and engines,

27 miles.

12 miles.

Total, \$1.404

40

Operated and paid by the H. & N. H. R. R. Co., in Conn.

Owned and operated by the H. & N. H. R. R. Co., as per former Report.

Paid by the H. & N. H. R. R. Co., in Conn., as per former report.
To the H. & N. H. R. R. Co., in Conn., as per former report.
To the H. & N. H. R. R. Co., in Conn., as per former report.

Mortgage debt paid since last Report, . Increase of mortgage debt since last Report, . Present amount of mortgage debts, . Number of mortgages on road and franchise, or any property of the corporation, . . .

A. G. HAZARD,
SAMUEL H. PARSONS,
JULIUS CATLIN,
JAMES S. BROOKS,
CHARLES F. POND,
C. W. CHAPIN,

Directors of the Rail-road Corporation.

HARTFORD COUNTY. ss.

December 26, 1860.

Then personally appeared A. G. Hazard, Samuel H. Parsons, Julius Catlin, James S. Brooks, and Charles F. Pond, and severally made oath to the truth of the foregoing statement by them subscribed, to their best knowledge and belief.

Before me,

ROBERT E. DAY,

Justice of the Peace.

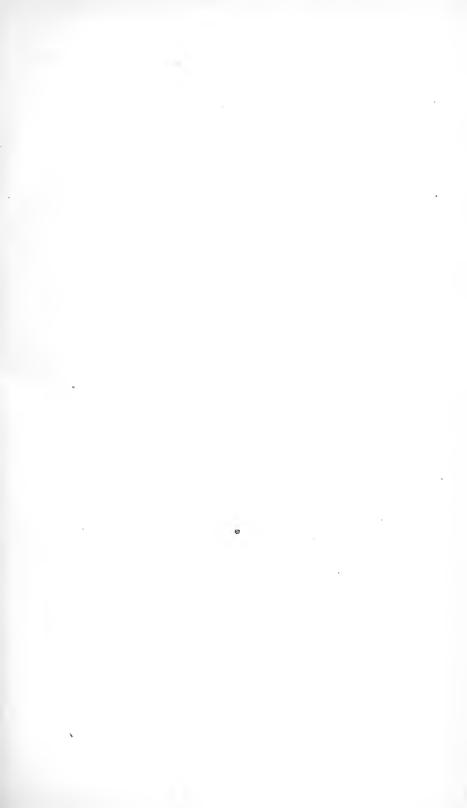
Hampden County, Springfield, Dec. 28, 1860. ss.

Personally appeared C. W. Chapin, and made oath to the truth of the foregoing statement, by him subscribed, to his best knowledge and belief.

Before me,

ERASTUS HAYES,

Justice of the Peace.





## REPORT

OF THE

### DIRECTORS

OF THE

## HORN POND BRANCH RAILROAD

CORPORATION,

FOR THE YEAR ENDING NOV. 30, 1860.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.  $1\ 8\ 6\ 0\ .$ 



#### REPORT OF THE DIRECTORS

OF THE

### HORN POND BRANCH RAILROAD CORPORATION.

1. Capital stock,	i	\$10,000 0
2. Number of shares of capital stock issued,	-	-
3. Increase of capital, since last report,	-	-
4. Capital paid in, per last report,	\$2,000 00	
5. Capital paid in, since last report,	-	-
6. Total amount of capital stock paid in,		2,000 00
7. Funded debt, per last report,	-	-
8. Funded debt, paid since last report,	-	-
9. Funded debt, increase of, since last report,	-	-
0. Total present amount of funded debt,	-	· -
1. Floating debt, per last report,	-	
2. Floating debt, paid since last report,	13,238 46	
3. Floating debt, increase of, since last report,	13,238 46	
4. Total present amount of floating debt,		13,238 46
5. Total present amount of funded and floating		
debt,	-	_
6. Average rate of interest per annum, paid during		
the year,	-	-
7. Maximum amount of debts during the year,	_	-
Cost of Road and Equipment.		
8. For graduation and masonry, per last report, .	_	-
9. For graduation and masonry, paid during the past		
year,	-	-
Total amount expended for graduation and		
masonry,		\$3,946 0
1. For wooden bridges, per last report,	-	-
2. For wooden bridges, paid during the past year, .	-	_
3. Total amount expended for wooden bridges,		1,766 96
4. Total amount expended for iron bridges (if		
any),	)	
5. For superstructure, including iron, per last report,	1	
5. For superstructure, including iron, paid during	i	
the past year,		
7. Total amount expended for superstructure,		
including iron,	> Nothing.	
3. For stations, buildings and fixtures, per last report,		
9. For stations, buildings and fixtures, paid during		
the past year,		
O. Total amount expended for stations, build-		
ings and fixtures,	J	
1. For land, land-damages and fences, per last report,	-	-
2. For land, land-damages and fences, paid during the		
past year,	_	_
pust year,		
Total amount expended for land, land-dam-		6,438 36

34. For locomotives, per last report, 35. For locomotives, paid during the past year, Total amount expended for locomotives, 37. For passenger and baggage cars, per last report, 38. For passenger and baggage cars, paid during the Nothing — road being op-erated by Boston and past year, Total amount expended for passenger and 39. baggage cars, Lowell Railroad. 40. For merchandise cars, per last report, 41. For merchandise cars, paid during the past year, . Total amount expended for merchandise cars, 43. For engineering, per last report, 44. For engineering, paid during the past year, Total amount expended for engineering, \$924 15 For agencies and other expenses, per last report, . 47. For agencies and other expenses, paid during the past year, Nothing - road being op-48. Total amount expended for agencies and erated by Boston and other expenses, Lowell Railroad. 49. Total cost of road and equipment, . 50. Amount of assets or property held by the corporation in addition to the cost of the road,. CHARACTERISTICS OF ROAD. 51. Length of road, About 3500 feet. 52. Length of single main track, 53. Length of double main track, None. 54. Length of branches owned by the Company, stating whether they have a single or double track, 55. Aggregate length of sidings, and other tracks, ex-None. cepting main tracks and branches, 56. Weight of rail, per yard, in main road, 57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,) 56 lbs. 58. Maximum grade, with its length, in main road, 38016 ft. per mile for 450 ft. 59. Maximum grade, with its length, in branch roads, 60. Total rise and fall in main road, 1707 feet. 61. Total rise and fall in branch roads, 62. Shortest radius of curvature, with length of curve, in main road, 501,629 ft. for 775,554 ft. 63. Shortest radius of curvature, with length of curve, in branch roads, 64. Total degrees of curvature, in main road, 227 deg. 9 m. 14 sec. 65. Total degrees of curvature, in branch roads, 660 feet. 66. Total length of straight line, in main road, 67. Total length of straight line, in branches, . 68. Aggregate length of wooden truss bridges, 69. Aggregate length of all other wooden bridges, 70. Aggregate length of iron bridges,71. Whole length of road unfenced on both sides, 72. Number of public ways crossed at grade, . One. 73. Number of railroads crossed at grade, None. 74. Remarks, . 75. Way stations for express trains, None. 76. Way stations for accommodation trains, None. 77. Flag stations, One. 78. Whole number of way stations, None.

79. Whole number of flag stations,

#### Doings During the Year.

80. Miles run by passenger trains, 81. Miles run by freight trains 82. Miles run by other trains, . Total miles run, 84. Number of passengers carried in the cars, . 85. Number of passengers carried one mile, 86. Number of tons of merchandise carried in the cars, 87. Number of tons of merchandise carried one mile, . 88. Number of passengers carried one mile, to and from other roads, 89. Number of tons carried one mile, to and from other 90. Rate of speed adopted for express passenger trains, including stops, . 91. Average rate of speed actually attained by express passenger trains, including stops and detentions, 92. Rate of speed adopted for accommodation trains, . 93. Rate of speed actually attained by accommodation trains, including stops and detentions, . 94. Average rate of speed actually attained by special trains, including stops and detentions, . 95. Average rate of speed adopted for freight trains, including stops,

EXPENDITURES FOR WORKING THE ROAD.

96. Estimated weight in tons of passenger cars, (not

including passengers,) hauled one mile, 97. Estimated weight in tons of merchandise cars, (not

including freight,) hauled one mile,

gate-keepers, switchmen, tool-houses,
Total for maintenance of way,

used,)

MOTIVE POWER AND CARS.

106. For repairs of fences, gates, houses for signal-men,

all labor, tools, repairs, and extra steam-power

108. For repairs of locomotives,109. For new locomotives, to cover depreciation,110. For repairs of passenger cars,

111. For new passenger cars, to cover depreciation,

None, 540 miles.

None.

540 miles.

None.

None.

18,816.

No such trains.

8 miles per hour.

None hauled.

17,500

Road operated by Boston & Lowell Railroad.

Road operated by Boston & Lowell Railroad.

<ul> <li>112. For repairs of merchandise cars,</li></ul>	
Miscellaneous.	
121. For fuel used by engines during the year, viz.:—  1. Wood, number of cords, ——. Cost of the same,  2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) ——. Cost of same,  122. For oil used by cars and engines,  123. For waste and other material for cleaning,  124. For salaries, wages and incidental expenses, chargeable to passenger department,  125. For salaries, wages and incidental expenses, chargeable to freight department,  126. For gratuities and damages,  127. For taxes and insurance,  128. For ferries,  129. For repairs of station buildings, aqueducts, fixtures, furniture,  130. For enewals of iron, including laying down,  131. For new iron laid down, deducting the value of old iron taken up,  132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,  133. For amount paid other companies, as rent for use of their roads, specifying each company,  134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,  Total miscellaneous,	Road operated by Boston & Lowell Railroad.
136. Total expenditures for working the road, . 137. Total amount of interest paid during the year,	
INCOME DURING THE YEAR.	
<ul> <li>138. For Passengers:—</li> <li>1. On main road, including branches owned by company,</li> <li>2. To and from other roads, specifying what, .</li> </ul>	
139. For Freight:—  1. On main road and branches owned by company,	<u> </u>
2. To and from other connecting roads,	
140. U. S. Mails,	
141. Rents,	
142. Total income,	4 per cent. per annum on cost.
143. Net earnings, after deducting expenses, .	T per cent. per annum on cost.

DIVIDE	NDS.						
144. Per cent. Total, 145. Surplus not divided, 146. Surplus last year, 147. Total surplus,	:	:	•		None made. None made. None. None.	,	
ESTIMATED DEPRECIATION : Viz.:		THE	RENEWA	LIS,			
148. Road and bridges, 149. Buildings, 150. Engines and cars,	•	•	:		Nothing. No buildings. No engines or cars.		
Mortgage	DEBT	S.					
151. Amount of debts, secu and franchise, or any	prope						
tion, per last report,			•	•	-	-	
152. Mortgage debt, paid sine				•	_	_	
153. Increase of mortgage de 154. Present amount of mor			report,	•	_	_	
155. Number of mortgages any property of the co	on roa	d and	fran <b>c</b> hise	e, or			

DANIEL DRAPER, ADOLPHUS DAVIS, S. HANCOCK, Jr., WM. P. DRAPER,

Directors of the Horn Pond Branch Railroad Corporation.

SUFFOLK, ss. December 20, 1860. Then personally appeared Daniel Draper Wm. P. Draper, Adolphus Davis, S. Hancock, Jr., and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

G. D. GUILD, Justice of the Peace.

#### SIXTEENTH

## ANNUAL REPORT

OF THE

## LEXINGTON AND WEST CAMBRIDGE

RAILROAD COMPANY,

1860.



BOSTON:
PRESS OF T. R. MARVIN & SON, 42 CONGRESS STREET.
1860.

1 )

4

#### SIXTEENTH ANNUAL REPORT

OF THE

### LEXINGTON AND WEST CAMBRIDGE RAIL-ROAD COMPANY.

Capital stock,		\$241,200 00
Number of shares of capital stock issued,	2,412	,
Increase of capital, since last report,	,	
Capital paid in, per last report,		
Capital paid in, since last report,		
Total amount of capital stock paid in,		241,200 00
Funded debt, per last report,	1	411,100 00
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,	1	
Floating debt, per last report,		
Floating debt, paid since last report,	Ì	
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt, .		
Average rate of interest per annum, paid during		
the year,		
Maximum amount of debts during the year,		
·· · · · · · · · · · · · · · · · ·		
COST OF ROAD AND EQUIPMENT.		
War and destion and manager and last manager		A 40 000 1F
For graduation and masonry, per last report,		\$ 43,862 15
For graduation and masonry paid during the past		
year,	1	
Total amount expended for graduation and ma-		
sonry,	1	
For wooden bridges, per last report,		14,414 16
For wooden bridges paid during the past year,		
Total amount expended for wooden bridges,		
Total amount expended for iron bridges, (if any,) .		
For superstructure, including iron, per last report, .		<b>72</b> ,88 <b>4 25</b>
For superstructure, including iron, paid during the		
past year,		
Total amount expended for superstructure, includ-	1	
ing iron,		
For stations, buildings and fixtures, per last report,		15,715 48
For stations, buildings and fixtures, paid during the		
past year,		
Total amount expended for stations, buildings and		
fixtures,		
For land, land-damages and fences, per last report,		54,271 48
For land, land-damages and fences, paid during the		•
past year,		

Total amount expended for land, land-damages and fences, For locomotives, per last report, For locomotives, paid during the past year, Total amount expended for locomotives, For passenger and baggage cars, per last report, For passenger and baggage cars, paid during the past year, Total amount expended for passenger and baggage cars,	10,500 00 6,800 00
For merchandise cars, per last report, For merchandise cars, paid during the past year, Total amount expended for merchandise cars, For engineering, per last report, For engineering, paid during the past year, Total amount expended for engineering, For agencies and other expenses, per last report, For agencies and other expenses, paid during the past year,	3,200 00 6,175 34 23,434 89
Total amount expended for agencies and other expenses,  Total cost of road and equipment,  Amount of assets or property held by the corporation in addition to the cost of the road,	251,257 75 25,890 00
Characteristics of Road.  Length of road, Length of single main track, Length of double main track, Length of branches owned by the company, stating whether they have a single or double track, Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail per yard in main road, Weight of rail per yard in branch roads, (specify the different weights per yard,) Maximum grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch roads, Total degrees of curvature in main road, Total degrees of curvature in branch roads,	6,632-1,000 miles.  3,250 feet.  56 and 60 pounds. 56 feet and 89-1,000 miles.  211-2 = 10 feet rise. 7-13-1,000 in fall.  1,000 feet; 980 feet long.  405 feet. 4,232-1,000 miles.
Total length of straight line in main road, Total length of straight line in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of iron bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express train, Way stations for accommodation trains,	80 feet.  None. 300 rods. 7 None. None.

Flag stations,	4
Whole number of way stations,	6
Whole number of flag stations,	4
D	
Doings During the Year.	
Miles run by passenger trains,	15,877
Miles run by freight trains,	500
Miles run by other trains,	
l'otal miles run,	16,393
Number of passengers carried in the cars,	124,926
Number of passengers carried one mile,	540,774
	07 600
Cars,	27,628
Number of tons of merchandise carried one mile,	61,182
Number of passengers carried one mile, to and from other roads,	537,459
Number of tons carried one mile to and from	337,433
other roads,	59,726
Rate of speed adopted for express passenger trains,	00,720
including stops,	
Average rate of speed actually attained by express	
passenger trains, including stops and deten-	
tions,	20 miles.
Rate of speed adopted for accommodation trains, .	16 "
Rate of speed actually attained by accommodation	
trains, including stops and detentions,	
Average rate of speed actually attained by special	1
trains, including stops and detentions,	
Average rate of speed adopted for freight trains,	
including stops,	14 "
Estimated weight in tons of passenger cars (not	
including passengers), hauled one mile, .	No means of ascertaining
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,	
mending freight, named one fifte,	,
Expenditures for Working the Road.	
	•
For repairs of road, maintenance of way, exclusive	
of wooden bridges, and renewals of iron,	\$ 2,030 30
For repairs of wooden bridges,	
For wages of switchmen, average per	
month, \$30, 30, 26 = 86,	
For wages of gate-keepers, average per	
month, \$	1,032 00
zor magos or signar-men, average per	1
month, \$ For wages of watchmen, average per	
month \$	
Number of men employed exclusive of those en-	
gaged in construction,	11
For removing ice and snow, (this item to include	
all labor, tools, repairs, and extra steam-power	
used,)	15 00
For repairs of fences, gates, houses for signal-men,	
gate-keepers, switchmen, tool-houses,	30 00
Total for maintenance of way,	3,107 30

Motive Power and Cars.		
For repairs of locomotives,	\$ 1,080 19	
For new locomotives, to cover depreciation,		
For repairs of passenger cars,	225 52	
For new passenger cars, to cover depreciation,	<b>245</b> 37	
For repairs of merchandise cars,		
For new merchandise cars, to cover depreciation, .		
For repairs of gravel and other cars,		0.1 FF1 00
Total for maintenance of motive power and cars, .		\$ 1,551 08
Number of engines,		
Number of passenger cars,		
Number of baggage cars,		
Number of merchandise cars,		
Number of gravel cars,		
Miscellaneous.		
Her firel used by engines during the year viz		
For fuel used by engines during the year, viz.: Wood, number of cords, 250. Cost of the same,	\$ 1,375 00	
Coal, number of tons, (reckoning 2,240 lbs. to the	Ψ 2,3.0 00	
ton,) 100. Cost of the same,	600 00	
For oil used by cars and engines,	198 29	
For waste and other material for cleaning,	25 00	
For salaries, wages and incidental expenses, charge-		
able to passenger department,	2,351 47	
For salaries, wages and incidental expenses, charge-	- 000 00	
able to freight department,	1,962 89	
For gratuities and damages,	165 00	
For taxes and insurance,	105 00	
For ferries, .  For repairs of station buildings, aqueducts, fix-		
tures, furniture,	390 44	
For renewals of iron, including laying down,		
For new iron laid down, deducting the value of old		
iron taken up.	435 99	
For amount paid other companies, in tolls for pas-		
sengers and freight carried on their roads, speci-		
fying each company,		
For amount paid other companies, as rent for use		
of their roads, specifying each company,		
For new car house,		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices,		
and all other expenses not included in any of the		
foregoing items,	1,329 09	
Total Miscellaneous,		8,833 17
,		
Total expenditures for working the road,		\$ 13,491 55
Total amount of interest paid during the year, .		
Income during the Year.		
E		
For passengers:— 1.—On main road, including branches owned by		
company,	\$ 12,656 55	
2.—To and from other roads, specifying what,	Ψ 2.1,000 30	
	t .	

For freight:— 1.—On main roa	d and	l brancl	ies own	ed by	com-		
pany, 2.—To and from						<b>\$ 5,41</b> 9 3	6
U. S. mails,	·	·	ung roa	.us,		466 19	9 .
Rents, .	•	•	•	•	•		
Total income,	•	•	•	۰		\$ 18,542 1	ō
Net earnings, after	dedu	cting e	kpenses,	•		5,050 5	5
	Dıv	IDENDS.					
3 per cent. Total,	. •	•	•	•	٠	\$3,600 0	0
Surplus not divided Surplus last year,		• 00	•	•	•		
Total Surplus,	:	•	•	•	•		
ESTIMATED DEPR		ION BE	YOND TH	E RE	vew-		
Of road and bridge	es,		•	•		\$ 400 00	)
Building,	•	•	•	4		50 00	)
Engines and cars,	•	•	•	•	•		
M	ORTGA	GE DE	BTS.				
Amount of debts, s franchise, or any last report, Mortgage debt, pai Increase of mortga	prope d sinc ge de	erty of to e last robbt since	che corpo eport, e last rep	oration •	and , per	None.	
Present amount of Number of mortga any property of	rges (	on road	and fr	anchise	e, or		

CHARLES HUDSON,
JAMES DANA,
SAMUEL BUTTERFIELD,
ADDISON GAGE,
A. W. FARRAR,
ARTHUR T. LYMAN,

Directors of the Railroad Corporation.

Suffolk, ss. December 27, 1860. Then personally appeared James Dana, Samuel Butterfield, Addison Gage, Abijah W. Farrar, and severally made oath to the truth of the foregoing statement by them subscribed, to their best knowledge and belief. Before me,

CHARLES HUDSON, Justice of the Peace.

MIDDLESEX, SS. December 27, 1860. Then personally appeared Charles Hudson, and made oath to the truth of the foregoing statement by him subscribed, to his best knowledge and belief. Before me,

JAMES DANA, Justice of the Peace.

Suffolk, ss. *December* 28, 1860. Then personally appeared Arthur T. Lyman, and made oath to the truth of the foregoing statement by him subscribed, to his best knowledge and belief. Before me,

PHILIP H. SEARS, Justice of the Peace.

### FIFTEENTH ANNUAL REPORT

OF THE DIRECTORS OF THE

# Yowell & Nawrence Railroad Company,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock, Number of shares of capital stock issued, Increase of capital, since last report, Capital paid in, per last report,	2,000 None. 200,000 00	\$300,000 00
Capital paid in, since last report, Total amount of capital stock paid in, Funded debt, per last report, Funded debt, increase ot, since last report, Total present amount of funded debt, Floating debt, per last report, Floating debt, paid since last report, Floating debt, paid since last report, Floating debt, ncrease of, since last report, Total present amount of floating debt,	None. 100,000 00 25,000 00 None. 75,000 00 None. None. 19,916 19 19,916 19	200,000 00
Total present amount of fnuded and floating debt, Average rate of interest per annum, paid during the year, Maximum amount of debts during the year, Surplus—Contra, 9.310 08	6 per cent. 101,916 19	94,916 19
Paid from earnings—Contra. 63,158 12		72,468 20
COST OF ROAD AND EQUIPMENT.		367,384 39
For graduation and masonry, per last report, For graduation and masonry, paid during the past year, Total amount expended for graduation and masonry, For wooden bridges, per last report, For wooden bridges' paid during the past year, Total amount expended for wooden bridges,	77,516 32 Nothing. 5 304 61 Nothing.	77,516 32 5,304 61
Total amount expended for iron bridges (if any), For superstructure, including iron, per last report, For superstructure, including iron, paid during the past year, Total amount expended for superstructure, including iron, For stations, buildings and fixtures, per last report, For stations, buildings and fixtures paid during the past year, Total amount expended for stations, buildings and fixtures,	Nothing. 161,416 37 Nothing. 15,108 19 Nothing.	161,416 37 15,108 19
For land, land-damages and fences, per last report.  For land, land-damages and fences, paid during the past year,  Total amount expended for land, land-damages and fences,  For locomotives, per last report,  For locomotives, paid during the past year,	45,378 81 Nothing. 15,153 25 Nothing.	45,378 81
Total amount expended for locomotives, For passenger and baggage cars, per last report, For passenger and baggage cars, paid during the past year, Total amount expended for passenger and baggage cars,	7,000 60 Nothing.	15,153 25 7,000 60
For merchandise cars, per last report, For merchandise cars, paid during the past year, Total amount expended for merchandise cars, For engineering, per last report,	8,121 43 Nothing.	8,121 43
For engineering, paid during the past year, Total amount expended for engineering, For agencies and other expenses, per last report,	8,197 85 Nothing. 212 64	8,197 85

For agencies and other expenses, paid during the past year, Total amount expended for agencies and other expenses,

Balance of interest on loan during construction and paid stockholders,

Discount on bonds,

Total cost of road and equipment.

Amount of assets or property held by the corporation in addition to the cost of the road,

#### CHARACTERISTICS OF ROAD.

Length of road. Ledgth of single main track

Length of double main track.

Length of branches owned by the Company, stating whether they have a single or double track, Aggregate length of sidings, and other tracks, excepting main

Aggingate length of the stracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different

weights per yard.) Maximum grade, with its length, in main road, Maximum grade, with its length, in brauch roads,

Total rise and fall in main road,

Total rise and fall in branch roads,

Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch roads,

Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in main road, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of ir in bridges, Whole length of road unfenced on both sides,

Number of public ways crossed at grade, Number of railroads crossed at grade,

#### Remarks.

Way stations for express trains, Way stations for accommodation trains. Flag stations. Whole number of way stations. Whole number of flag stations.

#### DOINGS DURING THE YEAR.

Miles run by passenger trains, Miles run by freight trains, Miles run by other trains,

Total miles run,

Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars,

Number of tons of merchandise carried one mile.

Number of passengers carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads,

Rate of speed adopted for express passenger trains, including stops.

Average rate of speed actually attained by express passenger trains, including stops and detentions,

Rate of speed adopted for accommodation trains,

Rate of speed actually attained by accommodation trains, including stops and detentions

Average rate of speed actually attained by special trains, including stops and detentions,

Average rate of spec tadopted for freight trains, including stops, Estimated weight in tons of passenger cars (not including passengers) hauled one mile,

Estimated weight in tons of merchandise cars (not including freight) hauled one mile,

Nothing.

212 64

9.7480510,000 00

19,748.05

\$367,384 39

4,226 27

\$363,158 12 4 226 27

12.35 miles. 12.35 miles.

None.

None.

2 miles 1.500 feet. 58 lbs.

None. 45.40—2.32 miles.

None.

Rise, 115.77; fall, 162.70.

None 1,146 feet; length, 1,100 feet,

None.

4200 None.

8.86 miles.

None.

None-400 feet.

None.

All fenced or otherwise protected.

(Crosses Boston & Lowell at Lowell, and enters upon Boston and Maine at South Lawrence.

None.

None.

None.

Operated by the Boston & Lowell Railroad Corporation, under contract. A copy is annexed to the report of 1858.

#### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, For repairs of wooden bridges, For wages of switchmen, average per month, For wages of gate-keepers, average per month, \$ For wages of signal men, average per month.

For wages of watchmen, average per month, Number of men employed, exclusive of those engaged in construction

For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)
For repairs of fences, gates, houses for signal-men, gate-keepers,

switchmen, tool-houses,

Total for maintenance of way,

Paid by Boston & Lowell Railroad Corporation.

#### MOTIVE POWER AND CARS.

For repairs of locomotives, For new locomotives, to cover depreciation,

For repairs of passenger cars,

For new passenger cars, to cover depreciation, For repairs of merchandise cars,

For new merchandise cars, to cover depreciation, For repairs of gravel and other cars,

Total for maintenance of motive power and cars,

Number of engines, Number of passenger cars, Number of baggage cars, Number of merchandise cars, Number of gravel cars,

#### MISCELLANEOUS,

For fuel used by engines during the year, viz. :- Wood, number of cords. Cost of the same,

Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same.

For oil used by cars and engines, For waste and other material for cleaning,

For salaries, wages, and incidental expenses, chargeable to passenger department,

For salaries, wages, and incidental expenses, chargeable to freight department,

For gratuities and damages, For taxes and insurance,

For ferries,

For repairs of station buildings, acqueducts, fixtures, furniture, For renewals of iron, including laying down,

For new iron laid down, deducting the value of old iron taken up

For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,
For amount paid other companies, as rent for use of their roads,

specifying each company,

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,

Total Miscellaneous,

Total expenditures for working the road,

Total amount of interest paid during the year, (on funded debt,)

Total expense and interest,

#### INCOME DURING THE YEAR.

For Passengers:-

On main road, including branches owned by company, To and from other roads, specifying what,

For Freight:-On main road and branches owned by company,

To and from other connecting roads,

U. S. Mails, Rents,

Sundries,

Total income.

Net earnings after deducting expenses,

Run by Boston & Lowell Railroad Corporation.

3 1 20

Operated by Boston and Lowell Railroad Corporation.

456 58

456 58

5,738 84

6,195 42

Operated by Boston and Lowell Railroad Corporation under contract, who pay six per cent. on 363,000 00

21,780 00

16 72

21.796 72

15,601 80

#### DIVIDENDS.

ESTIMATED DEPRECIATION BEYOND THE RENEW-ALS. VIZ. :

6 Per cent. Total,

Surplus not divided, Surplus last year,

Total surplus,

Of road and bridges, Buildings, Engines and cars.

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, Mortgage debt pard since last report, Increase of mortgage debt since last report, Present amount of mortgage debts,

Number of mortgages on road and franchise, or any property of the corporation.

SIDNEY SPALDING,
A. W. Bettrick,
and Lawrence Railroad
Company.

OTIS ALLEN,
JOSHUA W. DANIELS,
HORACE HOWARD.

Road run and kept in repair by the Boston and Lowell Railroad Corporation.

9, 310 08

None. None.

75,000 00

12,000 00

3,601 30

5,708 78

One.

MIDDLESEX, SS. - Then personally appeared Sidney Spalding, A. W. Buttrick, Isaac F. rrington, Otis Allan, Joshua W. Daniels and Horace Howard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Before me, F. H. NOURSE, Justice of the Peace.

Lowell, December 24, 1860.

# ANNUAL REPORT

OF THE

# MARLBOROUGH & FELTONVILLE

BRANCH RAILROAD CORPORATION.

MARLBORO:

JOY & RICE, PRINTERS—JOURNAL PRESS,

FOREST HALL BLOOK, MARKET STREET.

1861.



### ANNUAL REPORT

OF THE

### MARLBOROUGH AND FELTONVILLE BRANCH RAILROAD CORPORATION.

Report of the Directors of the Marlborough and Feltonville Branch Railroad Corporation, for the year ending November 30, 1860. General Statutes, Chap. 63, Sections 132 to 135.

erai Statutes, Chap. 05, Sections 152 to 155.	
Capital stock	\$27,500
Number of shares of capital stock issued -	, 275
Increase of capital, since last report	·
Capital paid in, per last report	
Capital paid in, since last report	
Total amount of capital stock paid in	27,500
Funded debt, per last report	None.
Funded debt, paid since last report	
Funded debt, increase of, since last report -	
Total present amount of funded debt	
Floating debt, per last report	
Floating debt, paid since last report	
Floating debt, increase of, since last report	
Total present amount of floating debt	
Total present amount of funded and floating	
debt	
Average rate of interest per annum, paid during	
the year	
Maximum amount of debts during the year -	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report -	)
For graduation and masonry, paid during the	
past year	
Total amount expended for graduation and	
masonry	_
For wooden bridges, per last report	
For wooden bridges, paid during the past year	
Total amount expended for wooden bridges -	Purchased of the
Total am't expended for iron bridges (if any)	Marlborough Branch
For superstructure, including iron, per last report	Railroad Co., at auc
For superstructure, including iron, paid during	tion, for \$27,500.
the past year	
Total amount expended for superstructure,	
including iron	
For stations, buildings and fixtures, per last	
ronort	

For stations, buildings and fixtures, paid during

the past year -

Total amount expended for stations, buildings and fixtures  For land, land-damages and fences, per last report  For land, land-damages and fences, paid during the past year  Total amount expended for land, land-damages and fences  For locomotives, per last report  For locomotives, paid during the past year  Total amount expended for locomotives  For passenger and baggage cars, per last report  For passenger and baggage cars, per last report  For passenger and baggage cars, paid during the past year  Total amount expended for passenger and baggage cars  For merchandise cars, per last report  For merchandise cars, paid during the past year  Total amount expended for merchandise cars  For engineering, per last report  For engineering, per last report  For agencies and other expenses, per last report  For agencies and other expenses, paid during the past year  Total amount expended for agencies and other expenses, paid during the past year  Total amount expended for agencies and other expenses, paid during the past year  Total cost of road and equipment  Amount of assets or property held by the corporation in addition to the cost of the road	Purchased of the Marlborough Branch Railroad Co., at auction, for \$27,500.
Length of road Length of single main track Length of double main track Length of branches owned by the company, stating whether they have a single or double track Aggregate length of sidings, and other tracks, excepting main tracks and branches	3.9 miles.
Weight of rail, per yard, in main road Weight of rail, per yard, in branch roads, (specify the different weights per yard.) - Maximum grade, with its length, in main road Maximum grade, with its length, in branch roads Total rise and fall in main road Shortest radius of curvature, with length of curve, in main road	97 ft.per mile for 3200 ft 239.88 810.72 for 912 feet.

Total degrees of curvature, in main road  Total degrees of curvature, in branch roads  Total length of straight line, in main road  Total length of straight line, in branches  Aggregate length of wooden truss bridges  Aggregate length of all other wooden bridges  Aggregate length of iron bridges  Whole length of road unfenced on both sides  Number of public ways crossed at grade  Number of railroads crossed at grade  Remarks	S	549° 9' 30'' 010.10ft.all 1 1-2 mil's 298.50 feet. 194 " 4 0
Way stations for express trains  Way stations for accommodation trains  Flag stations  Whole number of way stations  Whole number of flag stations		O 1 0 ·1 O
Miles run by passenger trains  Miles run by freight trains  Miles run by other trains  Total miles run  Number of passengers carried in the cars  Number of passengers carried one mile  Number of tons of merchandise carried in the cars  Number of tons of merchandise carried one mile  Number of tons of merchandise carried one mile, to and from other roads  Number of tons carried one mile, to and from other roads  Rate of speed adopted for express passenger trains, including stops  Average rate of speed actually attained by express passenger trains, including stops and detentions  Rate of speed adopted for accommodation trains Rate of speed actually attained by accommodation trains, including stops and detentions  Average rate of speed actually attained by special trains, including stops and detentions  Average rate of speed actually attained by special trains, including stops and detentions  Average rate of speed actually attained by special trains, including stops and detentions  Estimated weight in tons of passenger cars (not including passengers) hauled one mile  Estimated weight in tons of merchandise car (not including freight) hauled one mile	el s - ys, t	Operated by the Fitchburg Railroad Co. under contract.

#### EXPENDITURES FOR WORKING THE ROAD. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron For repairs of wooden bridges For wages of switchmen, av. per month \$-For wages of gate-keep'rs, "per month \$---For wages of signal-men, av. per month, \$-Operated by the Fitchburg Railroad Number of men employed, exclusive of those Co., under contract. engaged in construction For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used.) -- - -For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, toolhouses Total for maintenance of way MOTIVE POWER AND CARS. For repairs of locomotives -For new locomotives, to cover depreciation For repairs of passenger cars - -For new passenger cars, to cover depreciation -For repairs of merchandise cars Furnished by the For new merchandise cars, to cover depreciation Fitchburg Railroad For repairs of gravel and other cars Company. Total for maintenance of motive power and cars Number of engines --Number of passenger cars Number of baggage cars Number of merchandise cars -Number of gravel cars -MISCELLANEOUS. For fuel used by engines during the year, viz:— 1. Wood, number of cords, ——. Cost of the same -2. Coal, number of tons, (reckoning 2,210 lbs. to the ton,) ——. Cost of same For oil used by cars and engines Furnished by the For waste and other material for cleaning Fitchburg R. R. Co. For salaries, wages and incidental expenses, chargeable to passenger department -For salaries, wages and incidental expenses, chargeable to freight department For gratuities and damages -For taxes and insurance \$75 00 For ferries -Reported by the For repairs of station buildings, acqueducts, fix-Fitchburg Railroad tures, furniture Company.

		7		
For renewals of iro For new iron laid of old iron taken up For amount paid of passengers and f specifying each of For amount paid of use of their road For salaries of pr tendent, law exp above offices, and cluded in any of Total miscellaneous Total expenditures Total amount of iron	own, deduct  ther compar  reight carric  company -  ther compan  ls, specifyin  esident, tre  enses, office  all other e  the foregoin  for working	nies, in tolls and on their in the competities, as rent ag each competasurer, super expenses not ag items	for for any rin-the in-	Reported by the chburg R. R. Co.  20 00  Reported by the chburg R. R. Co.
INCOME D	URING THE	YEAR.		
For Passengers:  1. On main road by company 2. To and from of For Freight:  1. On main road pany 2. To and from U. S. mails Rents Total income Net earnings after of	other roads, and branche other connec	specifying vestowned by contact roads	what	71 38 \$3,351 33
•	IVIDENDS.			
—per cent. Total Surplus not divided Surplus last year Total surplus.	l.,	•	•	per cent. 
ESTIMATED DEPRECIA	ATION BEYON VIZ.:	D THE RENEW	ALS	
Of road and bridge Buildings . Engines and cars	• •		: } F	Reported by the bitchburg Railroad Company.
Amount of debts s and franchise, or ation, per last re Mortgage debt paid Increase of mortgage	any proper port . since last r	nortgage of a	por-	thing.

> LAMBERT BIGELOW, MARK FAY, FRANCIS BRIGHAM, FRANCIS D. BRIGHAM, WM. E. BRIGHAM, WM. T. HART,

Directors of the Marlborough and Feltonville Branch Railroad Corporation.

MIDDLESEX SS., December 24th, 1860.

Then personally appeared Lambert Bigelow, Mark Fay, Francis Brigham, Francis D. Brigham, Wm. E. Brigham, Wm. T. Hart, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

O. W. ALBEE, Justice of the Peace.

### TWELFTH

# ANNUAL RETURN

OF THE

# MEDWAY BRANCH RAILROAD

CORPORATION.

FOR THE YEAR ENDING NOV. 30, 1860.

BOSTON: JOS. G. TORREY, PRINTER, 32 CONGRESS STREET 1861

### TWELFTH RETURN

OF THE

### MEDWAY BRANCH RAILROAD CORPORATION.

For the year ending November 30, 1860, required by Acts of 1849, Chap. 191; 1751, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chap. 40, 168, and 240; 1851, Chap. 46.

Capital stock,	\$35,000 00
Capital paid in per last report,	29,000 00
Total amount of capital stock, paid in,	29,000 00
Number of shares of capital stock,	290 00
Floating debt per last report,	3,785 00
Maximum of floating debt,	4,012 22
Average rate of interest per annum,	6 per cent.
Total cost of Road, no equipment,	37,908 75
T .1 (1) T	
Length of Road,	3 & 6-10 miles.
Aggregate length of siding tracks,	3,262 feet.
Weight of rail per yard on road and siding,	40 to 42 pounds.
Maximum grade with its length in road,	54 feet for 1100 feet.
Total rise and fall in road,	70 feet.
Shortest radius or curvature, with length of	
curve in main road.	70 feet 500 feet.
Total degrees of curvature in main road	42° 50′
Total length of straight line in main road.	13.800 feet.
Aggregate length of wooden truss bridges.	107 feet.
Aggregate length of all other bridges.	250 feet
Whole length of road unfenced, about	40 feet.
Number of public ways crossed at grade,	2
Way stations,	1
Whole number of way stations,	1
Trade number of traj beations,	i 1

This road has been run by contract without expense to road by keeping same in running repair, having been run only part of the time, no income to the road—extent of receipts and expenses not known to directors of the road as to detail.

HOLMES AMMIDOWN, JACOB W. PIERCE, JACOB EDWARDS, Jr.

Directors of Medway Branch Railroad.

#### COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, 88. December 27, 1860. Personally appeared Holmes Ammidown, Jacob Edwards Jr., Jacob W. Pierce, and made oath that the above return is true according to their best knowledge and belief.

Before me,

THOMAS J. LEE, Justice of the Peace.

# Eighth

# ANNUAL REPORT

OF THE

# Middleborough and Taunton Railroad

COMPANY.

TAUNTON:
HACK'S BOOK AND JOB PRESS, 7 UNION BLOCK,
1860.



## Eighth Annual Report

OF THE

## MIDDLEBOROUGH AND TAUNTON R. R.

### COMPANY.

Report of the Middleborough and Taunton Railroad, for the year ending November 30,

Capital Stock,	1	\$150,000 00
Increase of Capital since last Report		
Capital paid in per last report,	\$148,067 00	
Capital paid in since last report,	400.00	
Total amount of Capital Stock paid in,		148,467 00
Number of shares of Capital Stock issued,	1484	
Funded debt, per last report,		
Funded debt paid, since last report,		
Funded debt, increase of, since last report,		
Floating debt, per last report,	10,300 00	
Floating debt paid since last report,	2,500 00	
Floating debt, increase of, since last report,	, , , , , ,	
Total present amount of floating debt,		7,800 00
Total present amount of funded and floating debt,		7,800 00
Maximum amount of debts during the year,	12,600 00	,,
Average rate of interest per annum, paid during the	, , , , , ,	
year,	6 per cent.	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, For graduation and masonry, paid during the past year,	45,899 14	-
Total amount expended for graduation and masonry, For wooden bridges, per last report, For wooden bridges, paid during the past year,	384 15	45,899 14
Total amount expended for wooden bridges, (if any.) For superstructure, including iron, per last report, For superstructure, including iron, paid during the past year,	56,024 12	384 15

Total amount expended for superstructure, including iron,		56,024 12
For stations, buildings, and fixtures, per last report, For stations, buildings, and fixtures, paid during the past year,	3,991 29	
Total amount expended for stations, buildings and fixtures,		3,991 29
For land, land damages, and fences, per last report, For land, land damages, and fences, paid during the past year,	18,004 57	
Total amount expended for land, land damages, and fences,		18,004 57
For locomotives, per last report, For locomotives, paid during the past year, Total prepart of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local forms of the local for	9,280 97	0.000.07
Total amount expended for locomotives, For passenger and baggage cars per last report, For passenger and baggage cars, paid during the past year,	2,577 43	9,280 97
Total amount expended for passenger and baggage cars,		* 2,577 43
For merchandise cars per last report, For merchandise cars paid during the past year,	9,134 69	
Total amount expended for merchandise cars, . For engineering per last report,	3,947 29	9,134 69
For engineering paid during the past year,  Total amount expended for engineering,  For agencies and other expenses per last report,	4,699 14	3,947 29
For agencies and other expenses paid during the past year, Total amount expended for agencies and other expenses,		4,699 14
Total cost of road and equipment,		153,942 79
Amount of assets of property held by the corporation in addition to the cost of the road,	4,112 55	
• CHARACTERISTICS OF THE ROAD.		
"		
Length of road,	8 546-1000 8 536-1000	
Aggregate length of sidings and other tracks, excepting main tracks and branches.  Weight of rail per yard, in main road,  Weight of rail per yard, in branch roads,	2,955 feet. 49 lbs.	
Specify the different weights per yard,  Maximum grade, with its length, in main road,	42 ft., lengt	h 4280 ft.
Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch words	184 feet.	
Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve in branch roads,	860 ft., leng	gth 1174 ft.
branch roads,		

Year and the second second second second second second second second second second second second second second	
Total degrees of curvature, in main road,	50 degrees.
Total degrees of curvature in branch roads,	l se degrees.
Total length of straight line in main road,	37,310 feet.
Total length of straight line in branches,	.,,
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges, .	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	900 feet
Number of public ways crossed at grade,	11.
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	1.
Flag stations,	3.
Whole number of flag stations,	3.
Those number of mag stations,	3.
	•
DOINGS DURING THE YEAR.	
	1
Miles run by passenger trains,	20,120
Miles run by freight trains	6,596
Miles run by other trains,	
Total miles run,	26,716
Number of passengers carried in the cars,	20,664
Number of passengers carried one mile,	179,584
Number of tons of merchandise carried in the cars,	12,907 tons, 932 lbs.
Number of tons of merchandise carried one mile, .	81,733 " 1485 "
Number of passengers carried one mile to and from	
other roads,	164,226
Number of tons carried one mile to and from other	TO 010
roads,	79,948 tons, 372 lbs
Rate of speed adopted for express passenger trains, in-	
cluding stops,	
senger trains, including stops and detentions,	
Rate of speed adopted for accommodation trains, .	95 miles per horr
Rate of speed actually attained by accommodation trains,	25 miles per hour.
including stops and detentions,	25 miles per hour.
Average rate of speed actually attained by special trains,	25 miles per nour.
including stops and detentions,	
Average rate of speed adopted for freight trains, includ-	
stops and defentions,	14 miles por hour.
Estimated weight in tons, of passenger cars, (not includ-	
ing passengers,) hauled one mile,	
Estimated weight in tons, of merchandise cars, (not in-	
cluding freight,) hauled one mile,	
1	
EXPENDITURES FOR WORKING THE ROAD.	
THE THEORY I CLU IT CHILLING THE INCHES.	
For repairs of road, maintenance of way, exclusive of	
wooden bridges and renewal of iron,	1,914 50
For repairs of wooden bridges,	
For wages of switchmen, average per month,	
For wages of gate-keepers, average per month,	264 32
For wages of signal men, average per month,	
For wages of watchmen, average per month,	! }

Number of men employed, exclusive of those engaged in	14	
construction, For removing ice and snow, (this item to include all la-	14	
bor, tools, repairs, and extra steam power used, For repairs of fences, gates, houses for signal-men, gate keepers, switchmen, tool-houses,		
Total for maintenance of way,		\$2,178 82
MOTIVE POWER AND CARS.	•	
For repairs of locomotives,	848 11	
For new locomotives, to cover depreciation,	171 88	
For new passenger cars to cover depreciation,	166 50	
For new merchandise cars to cover depreciation, For repairs of gravel and other cars,		
Total for maintenance of motive power and cars . Number of engines,	1	1,186 49
Number of passenger cars,	1	
Number of baggage cars, Number of merchandise cars,	20	
Number of gravel cars,		
MISCELLANEOUS.		
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same,	} 2,400 00 355 00	
For oil used by cars and engines, For waste and other material for cleaning,	355 00	
For salaries, wages, and incidental expenses, chargeable to passenger department,	2,684 50	0
to freight department,	2,224 55	
For gratuities and damages,	53 75 90 77	
For ferries, For repairs of station buildings, aqueducts, fixtures, and		
furniture,	50 02	
For new iron laid down during the year, deducting the value of old rail taken up,		
For amount paid other companies, in tolls for passengers		
and freight carried on their roads, specifying each company, O. C. & F. R., Cape Cod, and Taunton		
Branch Railroad Cos.,	12,320 07	
roads, specifying each company,	,	
penses, office expenses of the above offices and all other expenses not included in any of the foregoing items,	1,514 41	
Total Miscellaneous,	.,	21,693 07
Total expenditures for working the road, Total amount of interest paid during the year, .		25,058 38 834 54
	_	25,892 92

### INCOME DURING THE YEAR.

For Passengers:— 1. On main road, including branches owned by com-		
pany,	670 67	
Taunton, For Freight:—	10,749 24	
1. On main road and branches owned by company,	205 99	
2. To and from other connecting roads,	15,756 25	
U. S. Mails,	712 47	
Total income,	_	28,094 62
Net earnings after deducting expenses,		2,201 70
DIVIDENDS.		
Per cent. Total		
Surplus not divided,		
Total surplus,	1,708 34	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz:—		
Roads and bridges,		•

### MORTGAGE DEBTS.

Amount of debts, secured by mortgage of chise, or any property of the Corp	of ro porat	ad an	nd f per	ran- last
report,				
Mortgage debt, paid since last report,				
Increase of mortgage debt, since last rep	ort,			
Present amount of mortgage debt,	. ′			
Number of mortgages on road and f	ranel	hise,	or	anv
property of the Corporation, .				

J. B. TOBEY, WM. A. CROCKER, JOSEPH S. TILLINGHAST, PARDON TILLINGHAST, ELISHA TUCKER, CHARLES ROBINSON,

Directors of the Railroad Corporation.

SUFFOLK ss. December 26 1860. Then personally appeared J. S. Tillinghast, and affirmed, and J. B. Tobey, Wm. A. Crocker, P. Tillinghast, E. Tucker and C. Robinson, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

Before me,

E. PICKERING, Justice of the Peace.





### THIRD

# ANNUAL RETURN

OF THE

# MIDLAND RAILROAD

### CORPORATION.

FOR THE YEAR ENDING NOV. 30, 1860.

### BOSTON:

JOHN E. BRADLEE, PRINTER:
Nos. 49 Devonshire and 15 Water Streets.

1861.

#### THIRD ANNUAL RETURN

OF THE

### MIDLAND RAILROAD CORPORATION.

Return of the Midland Railroad Corporation, for the year ending Nov. 30, 1860, required by Acts of 1849, Chap. 191: 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168 and 240; and 1858, Chap. 46.

Capital Stock,	Limit of debts of the Boston and New York Central Railroad Company, and 14 amount of stock of said Company, as per Act of Incorporation, Say about\$2,600,000 00
Capital Stock, per last report, Capital Stock paid in since last report, (by exchange of debts,)	1,301,400 00
Number of shares of Capital Stock.	14.428.
Floating debt, per last report, Floating debt, increase of, since last report, Total present amount of floating debt,	10,414 10
CHARACTERISTICS OF ROAD.	
Length of Road, Length of single main track, Aggregate length of sidings and other tracks, excepting main track and branches, Weight of rail per yard in main road, Specify the different weights per yard, Maximum grade, with its length in main road, Total rise and fall in main road.	74 \( \)\ \( \)\ \text{miles.} \\ 61 \( \)\ \( \)\ \( \)\ \text{miles.} \\ 7974 \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \( \)\ \\ \( \)\ \\ \( \)\ \\ \( \)\ \\ \( \)\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\
Shortest radius of curvature, with length of curve in main road	2°45', 2084 feet radius, 1500 feet except at Boston ter- minus, where it is 1275 feet radius.
Total degrees of curvature in main road,  Total length of straight line in main road,  Aggregate length of wooden truss bridge,  Aggregate length of all other wooden bridges,	1376°12'. 238,740 feet. 2,478 feet. 11,241 feet.

In submitting their third annual return, the Directors would say that the Midland Railroad Corporation was incorporated for the purpose of succeeding to the property of the Boston and New York Central Railroad Company, by arranging with the various classes of creditors of said Boston and New York Central Railroad Company to exchange their debts for stock in the new Company.

Claims to the amount of \$1,454,294 have been exchanged, and stock to the amount of 14,428 shares have been issued therefor; but the claims for land damage, and the bonds secured by the mortgage of the Norfolk County Railroad, have not been purchased—therefore the Company have not been able to run their road.

That portion between Dedham and Blackstone has been operated by the Trustees under the mortgage of the Norfolk County Railroad.

For the above reasons, the report of this Company is more brief than the reports of Railroads in active operation.

HOLMES AMMIDOWN.
L. SKINNER.
WILLIAM EDWARDS.
J. W. CLARK.
D. N. PICKERING.

Suffolk, ss., Jan. 1st, 1861.—Personally appeared the above named D. N. Pickering, and made oath that the above return is true, to his best knowledge and belief.

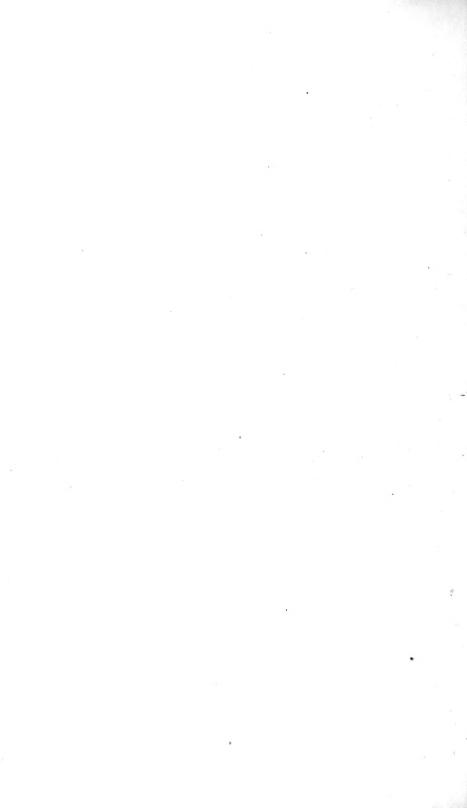
Before me,

CHAUNCEY SMITH,
JUSTICE OF THE PEACE.

Suffolk, ss., Dec. 24th, 1860.—Personally appeared Holmes Ammidown, L. Skinner, William Edwards, and J. W. Clark, and made oath that the above return is true, according to their best knowledge and belief.

Before me,

S. W. BATES, JUSTICE OF THE PEACE.



\$600,000 00

### REPORT OF THE DIRECTORS

OF THE

### NASHUA AND LOWELL RAILROAD CORPORATION,

For the Year ending Nov. 30, 1860.

Capital Stock, .

ouplied Stock,	φοσο,σοσ σο
	6,000
Increase of Capital, since last report,	None.
Capital paid in, per last report,	600,000 00
Capital paid in, since last report,	None.
Total amount of capital stock paid in,	600,000 00
Funded debt, per last report,	)
Funded debt, paid since last report,	
Funded debt, increase of, since last report,	
Total present amount of funded debt,	i
Floating debt, per last report,	
Floating debt, paid since last report,	This Corporation has
Floating debt, increase of, since last report.	no debt.
Total present amount of floating debt,	
Total present amount of funded and floating debt.	1
Maximum amount of debts during the year.	
Average rate of interest per annum, paid during the	
year,	
, , , , , , , , , , , , , , , , , , , ,	)
Cost of Road and Equipment.	
For graduation and masonry, per last report, .	116,827 63
For graduation and masonry, paid during the past	
year,	None.
Total amount expended for graduation and masonry,	116,827 63
For wooden bridges, per last report,	2,530 35
	None.
Total amount expended for wooden bridges,	2,530 35
Total amount expended for iron bridges,	1,875 00
For superstructure, including iron, per last report,	233,998 35
For superstructure, including iron, paid during the	
past year,	None.
Total amount expended for superstructure, includ-	
ing iron,	233,998 35
For stations, buildings and fixtures, per last report,	93.196 95
For stations, buildings and fixtures, paid during the	
	None.
1	1
1	

2 NASHUA AND LOWELL RAIL	ROAD. [Dec.
Total amount expended for stations, buildings and fixtures,  For land, land-damages and fences, per last report, For land, land-damages and fences, paid during the past year,	30,100 60
Total amount expended for land, land-damages and fences,  For locomotives, per last report,	88,980 06. 46,240 48
For locomotives, paid during the past year, Total amount expended for locomotives, For passenger and baggage cars, per last report, For passenger and baggage cars, paid during the	None. 46,240 48, 13,792 71
past year, Total amount expended for passenger and baggage cars, For merchandise cars, per last report,	35,651 09
For merchandise cars, paid during the past year,  Total amount expended for merchandise cars,  For engineering, per last report,  For engineering, paid during the past year,	None. 35,651 09 21,510 61 None.
Total amount expended for engineering,  For agencies and other expenses, per last report,  For agencies and other expenses, paid during the	21,510 61 Included in above.
past year, Total amount expended for agencies and other expenses, Total cost of road and equipment,	\$654,603 23
Amount of assets or property held by the corporation in addition to the cost of the road. [Real Estate at Lowell and Chelmsford not used for the immediate purposes of the Road, \$11,937 43; working materials for use of Road, \$35,777 47, and balance of surplus funds in notes and cash.	
CHARACTERISTICS OF ROAD.	
Length of single main track, Length of double main track, Length of branches owned by the company, stating whether they have a single or double track,	77,000 2-10 feet. 2011 " 74,989 2-10 " None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights, per yard,)	3 miles. 56 lbs. None.
Maximum grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve	12 7-10 ft. pr mile. 4138 None. [feet. 73 5-10 ft. None.
in main road, Shortest radius of curvature, with length of curve in branch roads,	Nonc.
Total degrees of curvature in branch roads, .  Total length of straight line in main road, .  Total length of straight line in branches, .	770. None. 7 22-100 miles. None.
Aggregate length of all other wooden bridges, Aggregate length of iron bridges,	530 feet, 664 (' None. None.
5 1 . 1011 400	•

1860.]	ŇASHUA	AND	LOW	ELL R	AILROAD	<b>3</b> ′
	oublic ways cr ailroads cross			•	10.	
Way station	s for express t s for accommo		rains,	•	None.	
	ber of way sta ber of flag sta		•	•	3.	
	Doings Durin		· Year.	•	3.	
lem & Low	roportion of ell and Lowell passenger tra	& Lawre			89,970	
Miles run by Miles run by	freight trains other trains,	S, .	•	•	82,541 None.	
Number of p	eassengers carr eassengers carr ons merchand	ied one r	nile,	·	172,511 316,933 3,932,347 201,852	
Number of t	ons merchand assengers carr	ise carri	ed one r	nile,	3,424,994	
Number of to	ons carried on adopted for e	•				
including Average rate	stops, of speed actu	ally attai	ned by	express	None run.	
Rate of speed	rains, including adopted for actually att	accommo ained by	odation accom	trains,		
Average rate trains, inc	luding stops a e of speed act luding stops a	ually att nd deter	ained t		. 25 miles per	
cluding sto	e of speed adop ops, eight in tons				10 miles per	hour.
Estimated w	passengers,) h eight in tons d ling freight,)	of merch	andise c		Cars not we	ighed.
	ITURES FOR \					
of wooden For repairs o	f road, mainte bridges, and n f wooden brid switchmen, a	renewals ges,	of iron,		21,796 88 8,161 63	
For wages of For wages of For wages of	gate keepers, signal-men, a watchmen, a nen employed	average p iverage p verage pe	er monter monter	th,\$ [ato].	3,173 12	
gaged in co For removing all labor, t	onstruction, ice and snov	v, (this	item to	in clud	169 	
gate-keeper	f fences, gates rs, switchmen intenance of w	. tool-ho	for sig	nal-men	4,607 27	37,905 66
. 1	Motive Powe	R AND (	Cars.			
For repairs of For new loco	f locomotives, motives to con	ver depre	eciation,	•	\$10,894 81 Nothing.	•

l Dec	

### NASHUA AND LOWELL RAILROAD.

For repairs of passenger cars,	
Miscellaneous.	
For fuel used by the engines during the year, viz: Wood, number of cords, 2,790. Cost of the same, Coal, number of tons, (reckoning 2,240 lbs. to the ton.) 905. Cost of same,	
For oil used by cars and engines,	
ed above ]  For salaries, wages and incidental expenses, charge- able to passenger department,	
For gratuities and damages,	
For repairs of station buildings, acqueducts, fix- tures, furniture, 4,676 79 For renewals of iron, including laying down, 9,141 37 For new iron laid down, deducting the value of old	
iron taken up,	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,  For amount paid other companies, as rent for use	
of their roads, specifying each company.  Stony Brook R. R.  Lowell & Lawrence R. R. per contract, 6,751 80  Salem & Lowell R. R. " 5,425 00  Wilton R. R. " 14,709 08  For salaries of precident Areasures and the salaries of precident areasures."	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items,	,
Total expenditures for working the road, . \$179,587 69 Total amount of interest paid during the year,	
Louis amount of interest paid during the year,	•
Income During the Year.	
INCOME DURING THE YEAR.  For Passengers:—  1. On main road, including branches owned by Company,  97.895.77	

* Contingent Fund has been reduced during the year, by the following payments: For land bought of Mrs. Keyes at Tyngsboro', \$500 00 " " Locks and Canals Co. at Lowell,
" " J. W. Boynton, " " 6 6 1254 92 66 897 00 " land damages and stone, at Middlesex, 600 00 " registering deeds, 1 50 - \$3,253 42 Suspense Account has been reduced during the year, by the following payment: Balance of loss on shop at Nashua, burnt, \$2,198 28

#### ACCIDENTS.

\$5,451 70

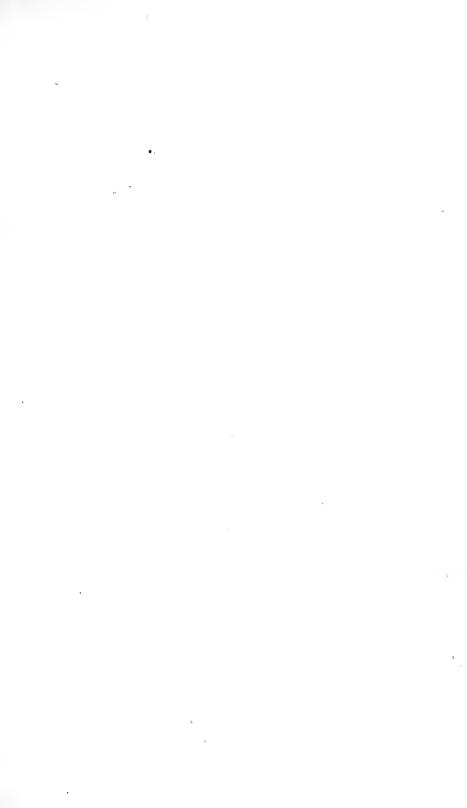
June 20, 1860.—J. B. Eaton, brakeman on the Nashua freight train, caught his foot between the rails while coupling, and was run upon by the train, receiving fatal injuries.

August 19, 1860.—Mr. Dewey, freight conductor from Vermont Central Railroad, was thrown from his train by coming in contact with a bridge in Tyngsboro', and received fatal injuries.

F. B. CROWNINSHIELD,
D. S. RICHARDSON,
EDWARD SPALDING,
ONSLOW STEARNS,
HENRY SIGOURNEY.

| Directors of the
Nashua & Lowell
Railroad Company.







## Twenty-Second

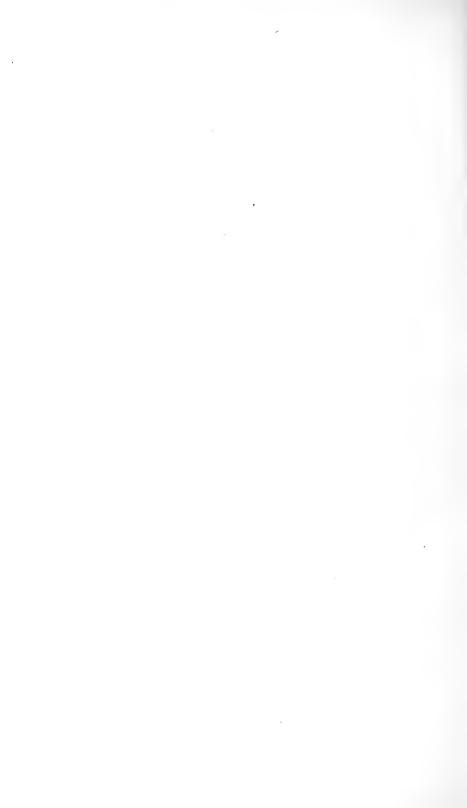
# ANNUAL REPORT

OF THE

# Rew Bedford and Caunton Kailroad

COMPANY.

TAUNTON:
HACK'S BOOK AND JOB PRESS, 7 UNION BLOCK.
1860.



# Twenty-second Annual Report

OF THE

# N. BEDFORD & TAUNTON

## RAIL-ROAD COMPANY.

Report of the New Bedford and Taunton Railroad, for the year ending 1860. General Statutes, chap. 63, sections 132 to 135.	November 30,
Capital Stock,	\$500,000 00
Increase of Capital since last Report	
Capital paid in per last report, , \$500,000 00	
Capital paid in since last report,	
Total amount of Capital Stock paid in,	500,000 00
Number of shares of Capital Stock issued, 5000	
Funded debt, per last report,	
Funded debt paid, since last report,	
Funded debt, increase of, since last report,	
Total present amount of funded debt,	
Floating debt, per last report, 19,800 00	
Floating debt paid since last report, 1,200 00	
Floating debt, increase of, since last report,	
Total present amount of floating debt,	18,609 00
Maximum amount of debts during the year, 30,600 00	10(0.000
Average rate of interest per annum, paid during the	
year,	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, . 158,108 01	
For graduation and masonry, paid during the past	
year,	
Total amount expended for graduation and masonry,	158,108 01
For wooden bridges, per last report, 5,013 85	
For wooden bridges, paid during the past year,	
Total amount expended for wooden bridges, .	5,013 85
Total amount expended for iron bridges, (if any,)	
For superstructure, including iron, per last report, 149,548 00	
For superstructure, including iron, paid during the past	

Total amount expended for superstructure, including		340 540 00
iron, For stations, buildings, and fixtures, per last report, For stations, buildings, and fixtures, paid during the past	55,348 71	149,548 00
year,	2,400 44	
Total amount expended for stations, buildings and		57 740 15
fixtures, For land, land damages, and fences, per last report,	91,185 31	57,749 15
For land, land damages, and fences, paid during the past	•	
year,	1,236 28	
Total amount expended for land, land damages, and fences,		92,421 59
For locomotives, per last report,	17,782 27	,
For locomotives, depreciation of, during the past year,	775 81	377.000.11
Total amount expended for locomotives, For passenger and baggage cars per last report,	17,354 83	17,006 46
For passenger and baggage cars, depreciation of during	17,004 00	
the past year,	2,193 55	
Total amount expended for passenger and baggage		
cars, For merchandise cars per last report,	17,507 50	15,161 2
For merchandise cars paid during the past year, increased	17,507 50	
value, per valuation,	917 50	
Total amount expended for merchandise cars,	15 000 05	18,425 0
For engineering per last report,	15,693 97	
Total amount expended for engineering,		15,693 9
For agencies and other expenses per last report,	19,944 73	
For agencies and other expenses paid during the past year,		
Total amount expended for agencies and other expen-		
ses,		19,944 7
Total cost of road and equipment,		549,072 0
Amount of assets of property held by the corporation in		,
addition to the cost of the road,		18,323 8
CHARACTERISTICS OF THE ROAD.		
Length of road,	20 13-100 m	niles.
Length of single main track,	20 13-100 n	niles.
Length of double main track,		
Length of branches owned by the Company, stating whether they have a single or double track,	7 731 feet	single track.
Aggregate length of sidings and other tracks, excepting	1,101 RCL,	onigio mack.
main tracks and branches,	5,647 feet.	
Weight of rail per yard, in main road,	50 lbs.	

Length of single main track,	
Length of double main track,	
Length of branches owned by the Company, stating	g.
whether they have a single or double track,	
Aggregate length of sidings and other tracks, excepting	g
main tracks and branches,	
Weight of rail per yard, in main road,	
Weight of rail per yard, in branch roads,	
Maximum grade, with its length, in main road,	
Maximum grade, with its length, in branch roads, .	
Total rise and fall in main road,	
Total rise and fall in branch roads,	
Shortest radius of curvature , with length of curve, in main	a i
road,	
Shortest radius of curvature, with length of curve in	1
branch roads,	
Total degrees of curvature, in main road,	

50 lbs.
56 lbs.
40 ft. per m. for 1½ miles.
65 ft. per mile; 600 ft.
361 feet.
20 feet

1906 feet in 1100 feet.

250 feet in 300 feet. 160 degrees.

Total degrees of curvature in branch roads, Total length of straight line in main road, Total length of straight line in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of iron bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,	87 deg. 45 min. 17 ³ / ₄ miles.  281 feet. 13,995 feet. 19. 1. 6. 1. 6.
DOINGS DURING THE YEAR.	
Miles run by passenger trains, Miles run by freight trains Miles run by other trains, Total miles run, [See note at end of report.] Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried one mile, Number of tons of merchandise carried one mile, Number of tons carried one mile to and from other roads, Number of tons carried one mile to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,	35,460 13,615 166 49,241 118,217 1,595,522 45,746 tons, 309 lbs. 468,521 " 283 " 1,221,082 383,344 tons, 1,112 lbs 24 miles per hour. 24 miles per hour.
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewal of iron,  For repairs of wooden bridges,  For wages of switchmen, average per month,  For wages of gate-keepers, average per month,  For wages of signal men, average per month,  For wages of watchmen, average per month,  For wages of watchmen, average per month,  \$6.00	10,094 03

Number of men employed, exclusive of those engaged in construction,	121	
bor, tools, repairs, and extra steam power used, For repairs of fences, gates, houses for signal-men, gate keepers, switchmen, tool-houses,		
Total for maintenance of way,		\$12,433 58
MOTIVE POWER AND CARS.		
For repairs of locomotives, For new locomotives, to cover depreciation,	} 7,118 17	
For repairs of passenger cars, . For new passenger cars to cover depreciation,	} 4,100 31	
For repairs of merchandise cars,	2,896 91	
For repairs of gravel and other cars,  Total for maintenance of motive power and cars.	-	14,115 39
Number of engines	7 16	
Number of passenger cars,	6	
Number of merchandise cars,	145	
MISCELLANEOUS.		
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., 1,557 03	9,549 31	
For Stations, Cars, Machine shop, &c., 1,557 03 For oil used by cars, engines and shops, For waste and other material for cleaning,	1,945 27	
For salaries, wages, and incidental expenses, chargeable to passenger department,	8,462 46	
to freight department,	7,590 19	
For gratuities and damages,	403 09 731 46	
For ferries,		
For repairs of station buildings, aqueducts, fixtures, and furniture,	273 94	
For renewals of iron, including laying down, .	2.00	
For new iron laid down during the year, deducting the value of old rail taken up,		•
For amount paid other companies, in tolls for passengers		
and freight carried on their roads, specifying each company, Taunton Branch Rail Road Co.,	45,628 88	
For amount paid other companies, as rent for use of their roads, specifying each company, For salaries of president, treasurer, superintendent, law		
expenses, office expenses of the above offices and		
all other expenses not included in any of the foregoing items,	4,756 00	
Total Miscellaneous,	-,	79,340 60
	-	105,889 57

#### INCOME DURING THE YEAR. Received from Taunton Branch Rail Road Co., under agreement with them, 724 02 For Passengers:— 1. On main road, including branches owned by com-12,169 40 To and from other roads, specifying what, Old Colony and Fall River, Taunton Branch, and Middleboro' and Taunton, 72,674 47 For Freight :-- On main road and branches owned by company, To and from other connecting roads, 6,857 79 41,741 53 U. S. Mails, . 2,398 80 Rents and Interest, . 1,013 45 Total income, 137,579 46 Net earnings after deducting expenses, 30,202 65 DIVIDENDS. 5 Per cent. Total 25,000 00 Surplus not divided, 5.202 65 Less for depreciation of Engines and Cars, 2,051 86 3.150 79 Surplus last year, . 34,951 73 Total surplus, 38,102 52 ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz:-Roads and bridges, . Buildings, Engines and cars, .

#### MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and fran- chise, or any property of the Corporation, per last
report,
Mortgage debt, paid since last report,
Increase of mortgage debt, since last report,
Present amount of mortgage debt,
Number of mortgages on road and franchise, or any
property of the Corporation,

Bristol Ss. New Bedford, Dec. 21, 1860. Then personally appeared Joseph Grinnell, Ward M. Parker, T. Mandell, Charles L. Wood, D. R. Greene and T. S. Hathaway, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOSEPH S. TILLINGHAST, Justice of the Peace.

The Cars and Engines are owned by the Corporation, in common with the Taunton Branch Rail Road Corporation, and the two roads are operated at their joint expense.

In addition to the number of miles run on this road, the Passenger Cars belonging jointly to this Corporation and the Tannton Branch Rail Road have run on the Boston and Providence Rail Road, 38,864 miles, of the expense of which this Corporation has paid 20-31 parts; and the Freight Cars belonging jointly to this Corporation and the Taunton Branch Rail Road have run on the Boston and Providence Rail Road 29,948 miles, of the expense of which this Corporation has paid 43 per cent.

JOSEPH GRINNELL, WARD M. PARKER, T. MANDELL, CHARLES L. WOOD, D. R. GREENE, T. S. HATHAWAY,

Directors of the Railroad Corporation.

## THIRTEENTH ANNUAL REPORT

OF THE

# NEWBURYPORT RAILROAD COMPANY.

Return of the Newburyport Railroad Corporation for the year ending November 30, 1860.

Capital Stock.  Number of shares of capital stock issued.  Increase of capital, since last Report.  Capital paid in, per last Report.  Capital paid in, since last Report.  Total amount of capital stock paid in  Funded debt, per last Report.  Funded debt, per last Report.  Funded debt, increase of, since last Report.  Total present amount of funded debt.  Floating debt, per last report.  Floating debt, paid since last Report.  Floating debt, increase of, since last report.  Floating debt, increase of, since last report.  Total present amount of floating debt.  Total present amount of floating and funded debt.  Average rate of interest per annum, paid during the year	\$430,000 1807 No increase. 220,240 02 Nothing. 221,600 00 Nothing. No increase. 221,600 00 211,698 80 2,163 95 No increase. 209,529 85 431,129 85
Maximum amount of debts during the Jear  Cost of Road and Equipment.  For graduation and masonry, per last Report  For graduation and masonry, paid during the past	197,653 98
year. Total amount expended for graduation and masonry For wooden bridges, per last Report For wooden bridges, paid during the past year	Nothing.  197,653 98 .  Included above.
Total amount expended for wooden bridges  Total amount expended for iron bridges, (if any)  For superstructure, including iron, per last Report.  For superstructure, including iron, during the past	None. 179,473 59
year sold iron to B. & M. RR  Total amount expended for superstructure, including iron  For stations, buildings and fixtures, per last Report.	3,408 57 176,065 <b>02</b> 24,482 29
For stations, buildings and fixtures, paid during the past year.  Total am't expended for stations, buildings & fixtures For land, land-damages and fences, per last report.	7,219 27 31,701 57 79,085 61
For land, land-damages and fences, paid during the past year.  Total amount expended for land, land damages and fences.	6,820 60 85,90 <b>5 6</b> 1
For locomotives, per last Report.  For locomotives, paid during the past year  Total amount expended for locomotives.  For passenger and baggage cars, per last report.  For passenger and baggage cars, paid during the past year  Total am't expended for passenger and baggage cars,  For merchandize cars, per last Report.  For merchandize cars, paid during the past year.  Total amount expended for merchandize cars.  For engineering, per last Report.  For engineering, paid during the past year.  Total amount expended for engineering.  For agencies and other expenses, per last Report.	Sold to Boston & Maine Railroad, under arrangement of Lease of Road.  13,205 32 Nothing.  13,205 32 91,372 40

For agencies and other expenses paid during the		
past year	304 15	91,676 5
Total cost of road		596,208 0
Amount of assets or property held by the corpora-		
tion in addition to the cost of the road		
CHARACTERISTICS OF ROAD.		
Length of road	26 miles, 5,168	
Length of single main trackLength of double main track	26 miles, 5,168	ft.
Length of branches owned by the company, stating	None.	
whether they have a single or double track	None.	
Aggregate length of sidings, and other tracks, ex-		
cepting main tracks and branches	12,646 ft.	
Weight of rail per yard, in main road	50 lbs.	
the different weights per yard	None.	
Maximum grade, with its length, in main road	55 ft. for 3000 f	t.
Maximum grade, with its length, in branch roads	None.	
Total rise and fall in main road	430 ft.	
Total rise and fall in branch roads	None.	
in main road	695 ft enry lan	orth 1100 fo
Shortest radius of curvature, with length of curve,	695 ft. curv. len None.	gm 1100 M
in branch roads	7900	
Total degrees of curvature, in main road	None.	
Total degrees of curvature, in branch roads  Total length of straight line, in main road	20 miles, 1172 f	t-
Total length of straight line, in branches	None. None.	
Aggregate length of wooden truss bridges	415 ft.	
Aggregate length of all other wooden bridges	None.	
Aggregate length of iron bridges Whole length of road unfenced on both sides	All fenced,	
Number of public ways crossed at grade	33 1	
Number of railroads crossed at grade	1	
Remarks		
Way stations for express trains	11	
Way stations for accommodation trains		
Whole number of way stations	11	
Whole number of flag stations	• •	
Doings during the Year.		
The Doings of the road are made up from Dec. 1,		
1859 to March 21, 1860, from which time the road		
has been operated by the Boston & Me. Railroad,		
under lease.		
Miles run by passenger trains		
Miles run by freight trains		
Total miles run		
Number of passengers carried in the cars		
Number of passengers carried one mile		
Number of tons of merchandise carried in the cars		
Number of tons of merchandise carried one mile Number of passengers carried one mile, to and from		
other roads		
Number of tons carried one mile, to and from other		
roads		
Rate of speed adopted for express passenger trains,		
Average rate of speed actually attained by express		
passenger trains, including stops and detentions.		

Rate of speed adopted for accommodation trains Rate of speed actually attained by accommodation trains, including stops and detentions  Average rate of speed actually attained by special trains, including stops and detentions  Average rate of speed adopted for freight trains, including stops  Estimated weight in tons of passenger cars (not including passengers) hauled one mile  Estimated weight in tons of merchandise cars (not including freight) hauled one mile	
EXPENDITURES FOR WORKING THE ROAD.  For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron  For repairs of wooden bridges  For wages of switchmen, average per month \$  For wages of signal-men, average per month, \$  For wages of watchmen, average per month, \$  Number of men employed, exclusive of those engaged in construction	Total.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses	2,223 24
Eor repairs of locomotives. For new locomotives, to cover depreciation. For repairs of passenger cars. For new passenger cars, to cover depreciation. For repairs of merchandise cars. For new merchandise cars, to cover depreciation. For repairs of gravel and other cars. Total for maintenance of motive power and cars. Number of engines. Number of passenger cars. Number of baggage cars. Number of merchandise cars. Number of gravel cars.	2,533 47 2,533 47 2,533 47
Miscellaneous.	
For fuel used by engines during the year, viz:  Wood, number of cords, Cost of the same. Coal, number of tons, (reckoning 2,240 lbs. to the ton), Cost of same.  For oil used by cars and engines For waste and other material for cleaning. For salaries, wages and incidental expenses, charge- able to passenger department.  For salaries, wages, and incidental expenses, charge- able to freight department. For gratuities and damages. For taxes and insurance. For ferries.	888 94 202 45 89 56 } } 8,089 01

]	
11 .	
Included a	ibove.
,	9,269 96
	14,026 67
970 34	
10.419 17	
12,210	
6,158 85	
85.04	
0001	16,663 06
	2,636 39
)	
	ided Debt is
	area by more-
5.6	
J	
ORGE J. TE	NNEY,
	970 34 10,419 17 6,158 85 85 04

GEORGE J. TENNEY, SAMUEL LITTLE, TAPPAN PEARSON, FRANKLIN BRICKETT, W. N. CLEAVELAND, EDWARD KIMBALL,

Directors of the Newburyport Railroad Corporation.

### COMMONWEALTH OF MASSACHUSETTS.

Essex, ss. Newburyport, Dec. 21, 1860. Then personally appeared George J. Tenney, Samuel Little, Tappan Pearson, Franklin Brickett, W. N. Cleaveland, and Edward Kimball, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me, E. F. STONE, Justice of the Peace.

## REPORT

OF

## TRUSTEES

# New-London, Willimantic and Palmer

RAILROAD COMPANY.

NEW-LONDON: STARR & FARNHAM, PRINTERS, COR. STATE & MAIN STS. 1860.



### RETURN

OF THE

## TRUSTEES

# OF THE NEW-LONDON, WILLIMANTIC AND PALMER R. R. CORPORATION.

Return of the Trustees New-London, Willimantic and Palmer Railroad Corporation, required by the Acts of Mass., Chap. 63, Sec. 132, 135.

<b>a</b>	m = = 00 000 00	
Capital Stock	\$1,700,000 00	
Increase of capital, since last report,	510,900 00	_
Capital paid in, per last report,	010,000 00	
Total amount of capital stock paid in,		\$510,900 00
Number of shares of capital stock issued,	5,109	<b>\$</b> 020,000 00
Funded debt, per last report,	1,052,100,00	
Funded debt, paid since last report,		_
Funded debt, increase of, since last report,		
Total present amount of funded debt,		1,052,100 00
Floating debt, per last report,	-	· · ·
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		-
Total present amount of floating debt,	_	-
Total present amount of funded and floating debt,		1,052,100 00
Amount of debts, secured by mortgage of road and		
franchise, or any property of the corporation, per		
last report,	1,052,000 00	-
Mortgage debt, paid since last report,		-
Mortgage debt, increase of, since last report,		1 070 000 00
Total present amount of mortgage debt,		1,052,000 00
Number of mortgages on road and franchise, or any	Theren	
property of the corporation,	Four.	
Maximum amount of debts during the year,  Average rate of interest per annum, paid during		_
	No interest n	oid.
the year,	No interest p	alu.
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	\$412,491 44	
For graduation and masonry, paid during past year	ψ112,101 11	_
Total amount expended for graduation and masonry		\$412,491 44
For wooden bridges, per last report,	84,965 08	W112,101 11
For wooden bridges, paid during the past year,		_
Total amount expended for wooden bridges,		84,965 08
Total amount of iron bridges (if any),		
For superstructure, including iron, per last report,	406,973 20	
	•	

For superstructure, including iron, paid during the		
past year, Total amount expended for superstructure, includ-	••	** ©400 079 00
For stations, buildings and fixtures, per last report, For stations, buildings and fixtures, paid during the	\$88,221 80	\$406,973 20
past year, Total amount expended for stations, buildings and	• •	
fixtures,	199,362 98	88,221 80
past year,		••
fences,  For locomotives, per last report,	115,583 74	199,362 98
For locomotives, paid during the past year,  Total amount expended for locomotives,  For passenger and baggage cars, per last report,  For passenger and baggage cars, paid during the	]	115,583 74
past year, Total amount expended for passenger and baggage cars, For merchandise cars, per last report.		58,574 8 <b>7</b>
For merchandise cars, paid during the past year,  Total amount expended for merchandise cars,  For engineering, per last report,	]	
For engineering, paid during the past year,  Total amount expended for engineering,  For agencies and other expenses, per last report,	]	••
For agencies and other expenses, paid during the past year,	}	207,215 53
Total cost of road and equipment,		\$1,573,568 64
CHARACTERISTICS OF ROAD.	JS.	
Length of road,(9 miles in Mass.)	66 miles tot	al.
Length of single main track  Length of double main track,	::	
Length of branches owned by the Company, stating whether they have a single or double track,	• •	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	About 5 mi 56 fbs.	les.
Weight of rail, per yard, in branch roads Specify the different weights, per yard,		• •
Maximum grade, with its length, in main road,	66 feet.	• •
Maximum grade, with its length, in branch roads,. Total rise and fall in main road,	1,085 feet.	••
Total rise and fall in branch roads,		• •
in main road,Shortest radius of curvature, with length of curve,	293°—400 i	teet long.
in branch roads,		
Total degrees of curvature in main road,		
Total degrees of curvature in branch roads,	• • • • • • • • • • • • • • • • • • • •	• •

Total length of straight line, in main read,		
	• •	••
Total length of straight line in branches,	• •	• •
Aggregate length of wooden truss bridges,	• •	• •
Aggregate length of all other wooden bridges,	• •	
Aggregate length of iron bridges,		
Whole length of road unfenced on both sides,		
Number of public ways crossed at grade,	1	• •
Number of railroads crossed at grade,	-	
	••	• •
Remarks,	••	• •
Way stations for express trains,		• •
Way stations for accommodation trains,	10	
Flag stations,		
Whole number of way stations,		
Whole number of flag stations,	7	
<b>5</b> ,	,	
Doings During the Year.		
Domas Domina The Thank		
Miles run by passenger trains,	107,395	
Miles run by freight trains,	32,944	
Miles run by other trains		
Miles run by other trains,	9,596	
Total miles run,	149,935	
Number of passengers carried in the cars,	130,294	
Number of passengers carried one mile,		
Number of tons of merchandise carried in the cars,	32,906	
Number of tons of merchandise carried one mile, .	32,000	
Number of passengers carried one mile, to and from	••	• •
other roads,	••	• •
Number of tons carried one mile, to and from other		
roads,		• •
Rate of speed adopted for express passenger trains,		
including stops,		
Average rate of speed actually attained by express	•••	•••
passenger trains, including stops and detentions,.		
	00 27	••
Rate of speed adopted for accommodation trains	20 miles.	
Rate of speed actually attained by accommodation		
trains, including stops and detentions	25 miles.	
Average rate of speed actually attained by special		
trains, including stops and detentions		
Average rate of speed adopted for freight trains, in-		
cluding stops and detentions	12 miles.	
Estimated weight in tons of passenger cars, (not	I = IIIICo.	
including passengers,)hauled one mile,	••	• •
Estimated weight in tons of merchandise cars, (not		
including freight,) hauled one mile	••	• •
•		
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive		
of wooden bridges, and renewals of iron	\$26,097 31	
For repairs of wooden bridges	22,701 39	
For wages of switchmen, average per month, \$30 00	,	
For wages of gate-keepers, average per m'th, \$		
For wages of signal-men, average per month, \$		
For wages of watchmen, average per month, \$33 00		
Number of men employed, exclusive of those en-		
gaged in construction	100	,
For removing ice and snow, (this item to include all		
labor, tools, repairs, and extra steam power used,	-	
	• •	• •
For repairs of fences, gates, houses for signal men,		
gate-keepers, switchmen, tool houses	• • •	m 10 F-2
Total for maintenance of way		\$48,798 70

Motive Power and Cars.		
For repairs of locomotives	©10.510.52	
For new locomotives, to cover depreciation	\$10,519 53	
For repairs of passenger cars, and merchandise cars		
For new passenger cars, to cover depreciation	4 000 00	
For repairs of merchandise cars	10,324 99	•
For new merchandise cars, to cover depreciation,  For repairs of gravel and other cars	1,300 00	
Total for maintenance of motive power and cars	• •	\$26,144 52
Number of engines,	7	
Number of passenger cars	7 4	
Number of baggage cors,  Number of merchandise cars	95	
Number of gravel cars	8	
MISCELLANEOUS.		
For fuel used by engines during the year, viz:		
Wood, number of cords,——. Cost of the same,	\$12,700 00	
Coal, number of tons, (reckoning 2,240 lbs, to		
the ton,) ——. Cost of coal,		• •
For oil used by cars and engines, and waste  For waste and other material for cleaning	2,350 00	
For salaries, wages and incidental expenses, charge-	ĺ	
able to passenger department	20,551 00	
For salaries, wages and incidental expenses, chargeable to freight department		
For gratuities and damages	284 74	
For taxes and insurance	5,772 00	
For ferries,	• • •	• •
For repairs of station buildings, aqueducts, fixtures, furniture	2,946 00	
For renewals of iron, including laying down,		÷ *0
For new iron laid down, deducting the value of old	40.000.00	
rail taken up	12,200 00	
For amount paid other companies in tolls for pass- engers and freight carried on their roads, specify-		
ing each company		
For amount paid other companies as rent for use of		
their roads, specifying each company	• •	• •
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices,		
and all other expenses not included in any of the		
foregoing items		mra 000 00
Total miscellaneous		\$56,806 00
Total expenditures for working the road  Total amount of interest paid during the year	::	::
INCOME DURING THE YEAR.		
For Passengers:— 1. On main road including branches owned by	1	
company	\$60,102 46	
2. To and from other roads, specifying what,		••
For Freight;—  1. On main road and branches owned by company	61,688 36	
2. To and from other connecting roads	01,000 00	
U. S. Mails and Express	5,000 00	•
Rents	5,055 47	@101 046 00
Total income		\$131,846 29
Trov carmings, arrest deducting expenses	• • •	••

### DIVIDENDS. -per cent. Total..... Surplus not divided..... Surplus last year ..... Total surplus ..... ESTIMATED DEPRECIATION BEYOND THE RENEW-ALS, VIZ -Road and bridges..... Engines and cars.....

HENRY P. HAVEN, ) Trustees of New London, A. C. LIPPITT, W. C. FOWLER.

Willimantic & Palmer Railroad Corporation.

NEW-LONDON, Conn., ss. Dec. 28, 1860. Then personally appeared, Henry P. Haven, Andrew C. Lippitt and W. C. Fowler, Trustees of the New London. Willimantic and Palmer Railroad Corporation, and severally made oath to the foregoing statement by them subscribed. Before

W. C. CRUMP, Justice of the Peace.

New-London, December 28th, 1860.

The New London Northern Railroad Company, chartered by the Legisluture of the State of Massachusetts, in the year 1860, was duly organized by the choice of Directors and officers at the town of Palmer, in said state, on Tuesday, the 30th day of October, 1860.

The said Railroad Company has not yet been united with the New-London Northern Railroad Company chartered by the State of Connecticut, and the New London Northern Railroad Company have not received from the Trustees of the New London, Willimantic & Palmer Railroad Company possession of said Railroad for the purpose of running the same, and have not received any earnings there from, or made any expenditures on account of said Northern Railroad Company to this date.

Therefore, the said Northern Railroad Company has at this time no detailed report to make to your honorable body.

In behalf of said corporation,

RICHARD H. CHAPELL, Secretary.

STATE OF CONNECTICUT. New-London County, ss. \

New-London, Dec. 28th, 1860.

Personally appeared, Richard H. Chapell, signer of the foregoing instrument, and made oath to the truth of the same, before me,

PETER D. IRISH, Justice of the Peace.



### FIFTH ANNUAL REPORT

OF THE

# New York & Boston Kailroad Corporation,

IN MASS.

### Being for the Year ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

General Statutes, Chap. 63, Sections 132 to 135.

P. 177		
Capital stock (Charles River and Charles		
River Branch R. R.),	600,000	
Number of shares of capital stock issued,	2,505	
Increase of capital, since last Report, -		
Capital paid in, per last Report,	223,176 02	
Capital paid in, since last Report, -	56,642 13	
Total amount of capital stock paid in,	,	279,818 15
Funded debt, per last report (including		
\$500,000 issued, but not used),	675,000	
Funded debt, paid since last report (the	0.0,000	
\$500,000 mortgage cancelled), -	500,000	
Funded debt, increase of, since last Report,	22,513 24	
Total present amount of funded debt,	22,010 24	197,513 24
Floating debt, per last Report (exclusive of		131,010 24
	0.059	
notes),	2,853	
Floating debt, paid since last Report, -	11,126 40	
Floating debt, increase of, since last Report,		
Total present amount of floating debt		
(including notes),		111,691 15
Total present amount of funded and		
floating debt,	309,204 39	
Average rate of interest per annum, paid		
during the year,		
Maximum amount of debts during the year,		
Cost of Road and Equipment.		
For graduation and masonry, per last Report,	221,242 48	
For graduation and masonry, paid during the		
past year,		
Total amount expended for graduation		
2000 amount oxponucu for graduation		

and masonry,

For wooden bridges, per last Report, -	5,571 80	,
For wooden bridges, paid during the past yr.		
Total am't expended for wooden bridges		•
Total amount expended for iron bridges		
For superstructure, including iron, per last		
Report,	50,260 79	
For superstructure, including iron, paid dur-		
ing the last year,	745 82	
Total amount expended for superstruc-		
ture, including iron,		51,006 61
For stations, buildings and fixtures, per last		
Report,	7,725 25	
For stations, buildings and fixtures, paid		
during the past year,		
Total am't expended for stations, build-		
ings and fixtures,		7,725 25
For land, land-damages and fences, per last		
Report,	45,702 37	
For land, land-damages and fences, paid		
during the past year,	15,718 76	
Total amount expended for land, land-		
damages and fences,		61,421 13
For locomotives, per last Report, -		
For locomotives, paid during the past year,	2,250	
Total amount expended for locomotives,		2,250
For passenger and baggage cars, per last		
Report,		
For passenger and baggage cars, paid dur-		
ing the past year,		
Total amount expended for passenger		
and baggage cars,		
For merchandise cars, per last Report,		
For merchandise cars, paid during the past		
year,		
Total amount expended for merchandise		
cars,	1 - 0 F 0 0 -	
For engineering, per last Report, -	17,053 87	
For engineering, paid during the past year,	4,694 38	01 540 05
Total amount expended for engineering,		21,748 25
For agencies and other expenses, per last	}	
Report,		
For agencies and other expenses, paid dur-		
ing the past year,		
Total amount expended for agencies and		
other expenses,		
Total cost of road and equipment,		
Amount of assets or property held by the		
eorporation in addition to the cost of the		
corporation, in addition to the cost of the road,		

CHARACTERISTICS OF ROAD.	
Length of road,	32 miles
Length of single main track,	8 6 finished.
Length of double main track,	$23\frac{4}{10}$ being graded.
Length of branches owned by the Company,	
stating whether they have a single or dou-	
ble track, Aggregate length of sidings and other tracks,	
excepting main tracks and branches, -	
Weight of rail, per yard, in main road,	50 lbs.
Weight of rail, per yard, in branch roads	
(specify the different weights per yard),	
Maximum grade, with its length, in main	502 C + 0900 C4
road,	59\frac{2}{3} \text{ feet 8300 feet.}
Maximum grade, with its length, in branch roads.	
Total rise and fall in main road, -	564 ₇₀ rise, 265 fall.
Total rise and fall in branch roads, -	
Shortest radius of curvature, with length of	
curve, in main road,	991 feet for 1350 feet.
Shortest radius of curvature, with length of	
curve, in branch roads,	782° 13′
Total degrees of curvature, in main road, Total degrees of curvature, in branch roads,	102 13
Total length of straight line, in main road,	23 miles.
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	82 feet.
Aggregate length of all other wooden	100 6-1
bridges,	188 feet.
Aggregate length of iron bridges, - Whole length of road unfenced on both sides,	
Number of public ways crossed at grade (on	Hone so fair as road is in
finished part),	9
Number of railroads crossed at grade, -	none
Remarks,	
Way stations, for express trains, -	none
Way stations, for accommodation trains, Flag stations,	7 6
Whole number of way stations, including	
Branches,	7
Whole number of flag stations,	6
T) T/	
Doings during the Year.	
Miles run by passenger trains,	23,612
Miles run by freight trains,	816
Miles run by other trains, Total miles run,	24,428
Louar miles run,	24,420

Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons merch'dise carried in cars, Number of tons of merchandise carried 1 m. Number of passengers carried one mile, to	137,348 717,952
and from other roads,  Number of tons carried one mile, to and from other roads,  Rate of speed adopted for express passenger trains, including stops,  Average rate of speed actually attained by express passenger trains, including stops and detentions,	700,216
Rate of speed adopted for accom. trains, Rate of speed actually attained by accommo. trains, including stops and detentions, Average rate of speed actually attained by special trains, incl. stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Estimated weight in tons of passenger cars (not including passengers), hauled 1 mile, Estimated weight in tons of merchandise cars (not including freight), hauled 1 m.  Expenditures for Working the Road. For repairs of road, maintenance of way ex- clusive of wooden bridges, and renewals	17 miles per hour. 17 " "
of iron (on part not used by Gravel Co.), For repairs of wooden bridges, For wages of switchmen, average per month, \$ For wages of gate-keepers, average per month, \$ For wages of signal-men, average per month, \$ For wages of watchmen, average per month, \$	759 65 372 38
Number of men employed, exclusive of those engaged in construction,  For removing ice and snow (this item to include all labor, tools, repairs, and extra steam power used),  For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, toolhouses,  Total for maintenance of way,	Mainly included under motive power and cars.

### MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives, to cov	er d	leprec	iation,
For repairs of passenger ca	rs,	-	-
For new pass. cars, to cover	dep	reciat	tion,
For repairs of merchandise c	ars,	-	
For new merchandise cars,		cover	depre-
ciation,	-	-	- *
For repairs of gravel and oth	her o	cars,	-
Total for maintenance of			power
and cars,	-	-	•
Number of engines, -	-	-	-
Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	,	-	-
Number of gravel cars,	-	-	-
,			

Goss & Munson's bill for running trains for the yr. \$11,699 20

### MISCELLANEOUS.

For fuel used by engines, during the year, viz.—Wood, number of cords, Cost of coal, Coal, number of tons (reck'g 2,240 lbs. to the ton), For oil, used by cars and engines, For waste and other material for cleaning, For salaries, wages and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages. For taxes and insurance, For ferries. For repairs of station buildings, aqueducts, fixtures, furniture, For renewals of iron, including laying down, For new iron laid down, deducting the value of old iron taken up, For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,

15 57

For amount paid other companies, as rent for use of their roads, specifying each com-		
pany,  For salaries of president, treasurer, super- intendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, Total Miscellaneous,  Total expenditures for working the road, Total amount of interest paid during the	4,937 37	4,952 94 17,784 17
year,	2,600 00	
Income during the Year.		
For Passengers:— 1. On main road, including branches owned by company, 2. To and from other roads, specifying what,	11,752 14	
For Freight:—  1. On main road and branches owned by company,  2. To and from other connecting roads,	3,539 22	
U. S. Mails, Rents—(use of Road by Goss & Munson), Total income, Net earnings, after deducting expenses,	600 6,000	21,891 36
Dividends.		
per cent. Total, Surplus not divided, Surplus last year, Total surplus,		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz.:		
Roads and bridges, Building Engines and cars,		

### MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report, - - Mortgage debt, paid since last Report, Mortgage debt, increase of, since last Rep't, Total present amount of mortgage debt, Number of mortgages on road and franchise,

or any property of the Corporation, -

650,000 500,000 11,900

161,900

two

No fatal accident or serious injury to any person during the past year.

(Signed)

J. M. WOOD, MARSHALL S. RICE, WILLARD MARCY, T. WILLIS PRATT, LYMAN A. COOK, HIRAM ALLEN, D. SAGE,

Directors N. Y. & Boston R. R. Corp.

Commonwealth of Massachusetts, Suffolk ss., Dec. 20, 1860.

Then personally appeared John M. Wood, Marshall S. Rice, Willard Marcy, T. Willis Pratt, Lyman A. Cook, Hiram Allen and D. Sage, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

THOS. R. ROACH,

Justice of the Peace.



## REPORT

OF THE TRUSTEES OF THE BONDHOLDERS OF THE

## NORFOLK COUNTY RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,		•
Number of shares of capital stock issued,		.
Increase of capital, since last Report,		- 1
Capital paid in, per last Report, -		- [
Capital paid in, since last Report, -		. ]
Total amount of capital stock paid in,		. ]
Funded debt, per last Report, -		.
Funded debt, paid since last Report, -		.
Funded debt, increase of, since last Repor	t, - ·	. 1
Total present amount of funded debt,	·	.
Floating debt, per last Report, -		. ]
Floating debt, paid since last Report,		.
Floating debt, increase of, since last Report	rt,	.
Total present amount of floating debt,		.
Total present amount of funded and floa	ating debt,	- 1
Average rate of interest per annum, paid d		ar,
Maximum amount of debts during the year		. []
	•	
COST OF ROAD AND EQUIPME	NT.	ı
For graduation and masonry, per last Rep		.
For graduation and masonry, paid during	the past ye	ar,
Total amount expended for graduation a	ind masonry	,
For wooden bridges, per last Report, -		.
For wooden bridges, paid during the past	year, -	.
Total amount expended for wooden brid	ges, -	
Total amount expended for iron bridges,	(if any,) -	.
For superstructure, including iron, per las	t Report, -	.
For superstructure, including iron, paid		ast
year,		.
Total amount expended for superstruc	ture, includi	ng
iron,		. [
For stations, buildings and fixtures, per la	st Report,	- 1
For stations, buildings and fixtures, paid	during the p	ast
year,		
Total amount expended for stations, bui	ldings and f	x-
tures,	-	.
For land, land-damages, and fences, per la		- 1
For land, land-damages, and fences paid d	luring the p	ast
year,		.
Total amount expended for land, land	l-damages a	nd
fences,		.
For locomotives, per last Report, -		
For locomotives, paid during the past year	r,	. 1
Total amount expended for locomotives,		.
For passenger and baggage cars, per last R	eport, -	.
For passenger and baggage cars paid de	uring the p	ast
year,		.
Total amount expended for passenger an	d baggage ca	rs,
For merchandise cars, per last Report,		
For merchandise cars, paid during the past	year, -	
Total amount expended for merchandise	cars	. 1

These questions are not answered because the Trustees have not the means of answering them.

\$195.00

For engineering, per last Report,	
For engineering, paid during the past year,	
Total amount expended for engineering,	
For agencies and other expenses, per last Report, .	2
For agencies and other expenses, paid during the past	į į
	, ă
year,	T.
Total amount expended for agencies and other expenses,	l cr
Total cost of road and equipment,	i ii
Amount of assets or property held by the Corporation in	4.e
addition to the cost of the road,	S
addition to the cost of the folia,	l a
	44
CHARACTERISTICS OF ROAD.	•
	26 miles.
Length of road,	20 mnes.
Length of single main track,	ď
Length of double main track,	o o
Length of branches owned by the Company, stating	the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
whether they have a single or double track, -	حب
Aggregate length of sidings, and other tracks, excepting	2
	<u>ت</u>
main tracks and branches,	ž.
Weight of rail, per yard, in main road,	Į į
Weight of rail, per yard, in branch roads, (specify the	gg.
different weights per yard,)	l ğ
Maximum grade, with its length, in main road,	ls:
	J
Maximum grade, with its length, in branch roads,	<b>⊢</b>
Total rise and fall in main road,	Je Je
Total rise and fall in branch roads,	<b> </b> ₽
Shortest radius of curvature, with length of curve, in	Se
main road,	2
	9
Shortest radius of curvature, with length of curve, in	p
branch roads,	ರ
Total degrees of curvature, in main road,	ř
Total degrees of curvature, in branch roads,	, ve
Total length of straight line, in main road,	rs.
	E E
Total length of straight line, in branches,	43
Aggregate length of wooden truss bridges,	οι
Aggregate length of all other wooden bridges,	6
Aggregate length of iron bridges,	ă.
Whole length of road unfenced on both sides, -	50
	r r
Number of public ways crossed at grade,	tic
Number of public ways crossed at grade, Number of railroads crossed at grade,	estic
Number of public ways crossed at grade,	luestic
Number of public ways crossed at grade, Number of railroads crossed at grade,	e questic
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, - Way stations for express trains,	ese questic
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains,	hese questic
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations,	m meli seguestions are not answered because the Trustees have not the means of answering them.
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations,	These questic
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations,	These questic
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations,	These questic
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,	These questic
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations, Doings during the Year.	
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains,	28,928
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains,	
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains,	28,928
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains,	28,928 16,224 566
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run,	28,928 16,224 566 47,718
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars,	28,928 16,224 566 47,718 134,068
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Total miles run, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile,	28,928 $16,224$ $566$ $47,718$ $134,068$ $1,651,118$
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars,	28,928 $16,224$ $566$ $47,718$ $134,068$ $1,651,118$ $26,692$
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Total miles run, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile,	28,928 $16,224$ $566$ $47,718$ $134,068$ $1,651,118$
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars,	28,928 $16,224$ $566$ $47,718$ $134,068$ $1,651,118$ $26,692$
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of passengers carried one mile, Number of passengers carried one mile, Number of passengers carried one mile, Number of passengers carried one mile,	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of passengers carried one mile, to and from other roads,	28,928 $16,224$ $566$ $47,718$ $134,068$ $1,651,118$ $26,692$
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of passengers carried one mile, Number of passengers carried one mile, Number of tons of merchandise carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402 1,326,034
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of passengers carried one mile, Number of passengers carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads,	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of passengers carried one mile, Number of passengers carried one mile, Number of tons of merchandise carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402 1,326,034 868,804
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried one mile, Number of passengers carried one mile, Number of passengers carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, in- cluding stops,	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402 1,326,034
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried one mile, Number of passengers carried one mile, Number of passengers carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, in- cluding stops,	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402 1,326,034 868,804
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express pas-	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402 1,326,034 868,804 18 miles per hour.
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by freight trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions,	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402 1,326,034 868,804 18 miles per hour.
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains,	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402 1,326,034 868,804 18 miles per hour.
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Miles run by other trains, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of tons of merchandise carried one mile, Number of passengers carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, in- cluding stops, Average rate of speed actually attained by express pas- senger trains, including stops and detentions, Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation trains,	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402 1,326,034 868,804 18 miles per hour. 18 ""
Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of tons carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains,	28,928 16,224 566 47,718 134,068 1,651,118 26,692 434,402 1,326,034 868,804 18 miles per hour.

Average rate of speed actually attained by special trains,	]
including stops and detentions, Average rate of speed adopted for freight trains, includ-	
ing stops,	10 miles per hour.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	1,220,320 tons.
Estimated weight in tons of merchandise cars (not in-	
cluding freight) hauled one mile,	868,804 tons.
Expenditures for Working the Road.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$8,008.72
For repairs of wooden bridges,	830.74
For wages of switchmen, average per month, \$30, For wages of gate-keepers, average per month, \$30,	074.50
For wages of signal-men, average per month, \$30,	954,50
For wages of watchmen, average per month, \$30, January Number of men employed, exclusive of those engaged in	
construction,	53 men.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	None.
For repairs of fences, gates, houses for signal-men, gate- keepers, switchmen, tool-houses,	
Total for maintenance of way,	9,793.96
Motive Power and Cars.  For repairs of locomotives,	3,923.88
For new locomotives, to cover depreciation,	None.
For repairs of passenger cars,  For new passenger cars, to cover depreciation,	None. 874.08
For repairs of merchandise cars,	2,229.73
For new merchandise cars, to cover depreciation, - For repairs of gravel and other cars,	None. 600.00
Total for maintenance of motive power and cars, - Number of engines,	7,627.69 Three.
Number of passenger cars,	Six.
Number of baggage cars, Number of merchandise cars,	Two. Fifty-six.
Number of gravel cars,	Ten.
Miscellaneous.  For fuel used by engines during the year, viz.:	
Wood, number of cords, 110. Cost of the same,	
Coal, number of tons, (reckoning 2,240 lbs. to the	437.85
ton,) 945. Cost of same, \$, -	5,484.69
For oil used by cars and engines, For waste and other material for cleaning,	761.3 <i>8</i> 139.90
For salaries, wages and incidental expenses, chargeable to	
passenger department,	4,304.38
freight department, For gratuities and damages,	4,629.20 18.5
For taxes and insurance,	111.00
For ferries, - For repairs of station buildings, acqueducts, fixtures,	None.
furniture,	59.28
For renewals of iron, including laying down, For land damage,	147,66 195.00
For new iron laid down, deducting the value of old iron	230100
taken up, For amount paid other companies, in tolls for passengers	
and freight carried on their roads, specifying each	
company,	
For amount paid other companies, as rent for use of their roads, specifying each company,	

For salaries of Pre	sident, Treas	arer, S	uperinte	ndent,	3	
law expenses, o						
and all other ex						
foregoing items,		_		-		8,555.69
Total miscellaneous		-	_	-		24,844.44
Total expenditures		he road		- 1	1	42,266.09
Total amount of in				_	None.	12,200,00
20002 000000000000000000000000000000000	para an		J 5002,			
Income	DURING THE	YEAR.				
For Passengers;						
1. On main road, inc	luding branch	es owne	d by con	pany.		37,560,10
2. To and from other				- P J ,		0,,000,120
For Freight:	rounds, special		,			
1. On main road and	branches owr	ed by o	ompan v			27,055.45
2. To and from other			-	' _		_,,
U. S. Mails, -		-	_	_		2,000.00
Rents, [of express, as	nd interest.					3,170.00
Total income.				-		69,785.55
Net earnings, after de	oducting exper	1868	_	_	1	27,519.46
rice carnings, arecr a	ancome exper	1000,				2,,010.10
	DIVIDENDS.					
Per cent. Total		-	_	-		
Surplus not divided,		-	-	-		
Surplus last year,		-	-	-		
Total surplus,		-	-	-		58,128.06
TG TD		D		77		
ESTIMATED DEPRECIA		THE RE	SNEWALS	, v1z.:	None.	
Of road and bridges,		-	-	-	None.	
Buildings, -		•	-	-		
Engines and cars,	•	•	•••	-	None.	
M	ORTGAGE DEB	TS.				
Amount of debts, sec			road and	l fran-		
chise, or any pro						
Report, -	perty of the	Corpor	. actor, p	CI IUSU		
Mortgage debt, paid	since last Ren	ort				
Increase of mortgage			rt	_		
Present amount of m			·10,	-		
			ahigo o	- -		
Number of mortgag property of the		nu nai	icilise, C	ı any		
property of the	Corporation,				l	

ISAAC DAVIS, J. W. CONVERSE, W. FARNUM,

 $\begin{cases} \textit{Trustees of the} \\ \textit{Bondholders of the} \\ \textit{Norfolk County Railroad.} \end{cases}$ 

### COMMONWEALTH OF MASSACHUSETTS.

Suffolk, ss. December 20, 1860. Then personally appeared Isaac Davis, J. W. Converse, and Welcome Farnum, and severally made oath to the truth of the foregoing statement by them subscribed,

Before me,

EDWIN WRIGHT, Justice of the Peace.

### TWENTY-FIFTH ANNUAL REPORT

OF THE

## NORWICH & WORCESTER RAILROAD COMPANY,

To the Honorable the Legislature of the State of Massachusetts.

The Directors of the Norwich and Worcester Railroad Company, respectfully submit their Return and Report of their doings during the Year ending November 30, 1860, as required by law.

Capital Stock,	\$2,825,000.00
Number of shares of capital stock issued,	21,225
Increase of capital since last Report,	
Capital paid in, per last Report,	2,122,500.00
Capital paid in since last Report,	
Total amount of capital stock paid in,	2,122,500.00
Funded [and deferred] debt, per last Report,	714,998.55
Funded debt, paid since last Report,	84,398.55
Funded debt, increase of, since last Report,	
Total present amount of funded [and deferred] debt,	630,600.00
Floating debt, per last Report,	14,079.06
Floating debt, paid since last Report,	
Floating debt, increase of, since last Report,	11,906.96
Total present amount of floating debt,	25,986.02
Total present amount of funded [deferred] and floating	
debt,	656,586.02
Average rate of interest per annum, paid during the year,	6½ per cent.
Maximum amount of debts during the year,	704,329.23
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last Report,	\$614,529.92
For graduation and masonry, paid during the past year,	214 520 00
Total amount expended for graduation and masonry,	614,529.92
For wooden bridges, per last Report,	32,750.59
For wooden bridges, paid during the past year,	00 850 50
Total amount expended for wooden bridges,	32,750.59
Total amount expended for iron bridges, (if any),	
For superstructure, including iron, per last Report,	357,181.48
For superstructure, including iron, paid during the past	
_ year,	
Total amount expended for superstructure, including	
iron,	357,181.48
For stations, buildings and fixtures, per last Report,	49,168.93
For stations, buildings and fixtures, paid during the past	
year,	
Total amount expended for stations, buildings and	
fixtures,	49,168.93
For land, land-damages and fences, per last Report, .	142,591,71
For land, land-damages and fences, paid during the past	
year,	
Total amount expended for land, land-damages and	
fences,	142,591.71
For locomotives, per last Report,	75,540.44
For locomotives, paid during the past year,	
Total amount expended for locomotives,	75,540.44
•	•

For passenger and baggage cars, per last Report, .	31,524.88
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	31,524.88
For morehanding core nor last Deport	42,646.25
For merchandise cars, per last Report,	42,040.20
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars, .	42,646.25
For engineering, per last Report,	69,499.503
For engineering, paid during the past year,	. ~
Total amount expended for engineering,	69,499.501
For agencies and other expenses, per last Report,	$1,198,260.50\frac{1}{2}$
For agencies and other expenses paid during the past year,	
Total amount expended for agencies and other expenses,	1,198,260.50
	2,613,694.21
Total cost of road and equipment, Amount of assets or property held by the corporation	_,,
in addition to the cost of the road,	165,827.15
in addition to the cost of the road,	100,027.10
CHARACTERISTICS OF ROAD.	
Length of road,	59 4-10 miles.
Length of single main track,	59 4-10 miles.
	1 8-10 miles.
Length of double main track,	1 0-10 miles.
Length of branches owned by the Company, stating	F 3
whether they have a single or double track,	7 miles, single.
Aggregate length of sidings, and other tracks, excepting	
main tracks and branches,	6 7-10 miles.
Weight of rail per yard, in main road,	56 and 60 pounds.
Weight of roil nor word in branch roads (ansaifer the dif	o and o pourds.
Weight of rail per yard, in branch roads, (specify the dif-	50 and 60 mass 3
ferent weights per yard,)	56 and 60 pounds.
Maximum grade, with its length, in main road,	32 feet for 13,265 feet.
Maximum grade, with its length, in branch roads, .	
Total rise and fall in main road,	815.74
Total rise and fall in branch roads,	020112
	3 1 010 foot for 9 000 foot
Shortest radius of curvature, with length of curve, in	1,910 feet for 3,639 feet
main road,	in Mass.
Shortest radius of curvature, with length of curve, in	
branch roads	
Total degrees of curvature, in main road,	424° 30 m. in Mass.
	TET OU III. III DEASS.
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	12.8 miles in Mass.
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	1,309 feet.
Aggregate length of all other wooden bridges,	.,
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides, .	
Number of public ways crossed at grade,	74
Number of railroads crossed at grade,	2. Western, and Prov.
,	2, Western, and Prov., Hartford & Fishkill.
Pomorke	,
Remarks,	9
Way stations for express trains,	3
Way stations for accommodation trains,	1 1 /
	14
Flag stations,	14 4
Flag stations,	4
Flag stations,	4 17
Flag stations,	4
Flag stations,	4 17
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year.	4 17 4
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains,	4 17
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains,	4 17 4
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains,	139,866 miles. 94,361 "
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,]	139,866 miles. 94,361 " 53,536 "
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains,	139,866 miles. 94,361 " 53,536 " 4,247 "
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year.  Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run.	4 17 4 139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles.
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run, Number of passengers earried in the cars,	139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles. 174,550
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile,	4 17 4 139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles.
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile,	139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles. 174,550 3,480,410
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run, Number of passengers earried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars,	4 17 4 139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles. 174,550 3,480,410 125,952
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run, Number of passengers earried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile,	139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles. 174,550 3,480,410
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run, Number of passengers earried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of passengers carried one mile, Number of passengers carried one mile, to and from other	4 17 4 139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles. 174,550 3,480,410 125,952 5,892,936
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run, Number of passengers earried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of passengers carried one mile, to and from other roads.	4 17 4 139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles. 174,550 3,480,410 125,952
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run, Number of passengers earried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of passengers carried one mile, Number of passengers carried one mile, to and from other	4 17 4 139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles. 174,550 3,480,410 125,952 5,892,936
Flag stations, Whole number of way stations, Whole number of flag stations,  Doings during the Year. Miles run by passenger trains, Miles run by freight trains, [Miles run by express freight trains,] Miles run by other trains, Total miles run, Number of passengers earried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of passengers carried one mile, to and from other roads.	4 17 4 139,866 miles. 94,361 " 53,536 " 4,247 " 292,010 miles. 174,550 3,480,410 125,952 5,892,936

Rate of speed adopted for ex	press p	assenger	trains	, in-		., ,	
cluding stops,			•		27 m	iles per h	our.
Average rate of speed actually	y attain	ea by e	express	pas-	0.77		
senger trains, including s	tops and	detent:	ions.	•		"	
Rate of speed adopted for acc	ommod	ation tra	ins,		20	"	
Rate of speed actually attaine	d by acc	ommod	ation tr	ains,			
including stops and deter							
Average rate of speed actually	v attaine	ed by sp	ecial tr	ains.			
including stops and deter		ou by ap					
		ight tra	ine inc	lnd-			
Average rate of speed adopted	T TOT ITE	ignt tra	ms, mc	iuu-	01	ilon mor h	
ing stops,	•	•	· , .	, ,	05 H	iles per h	our.
Estimated weight in tons of		er cars (	not inc	eiua-			
ing passengers) hauled on	e mile,			.	5,0	000,000	
Estimated weight in tons of	mercha	ndise ca	ars (not	t in-			
cluding freight) hauled or			. `		12,5	500,000	
8 8 7							
EXPENDITURES FOR W	OPEING	THE R	OAD.				
For reneirs of read mainter	oneo of	32037 6	volueis	ro of			
For repairs of road, mainten			actusiv	6 01	db 4	1 001 64	
wooden bridges, and rene		iron,	•	٠ ا		1,091.64	
For repairs of wooden bridges				٠ ا		2,097.88	
For wages of switchmen, aver	rage per	month,	\$28	) . [			
For wages of gate-keepers, av	erage pe	er month	ı, \$36	Total.		5,374.01	
For wages of signal-men, ave	rage per	month,	\$13	ا قر)		0,011.01	
For wages of watchmen, aver				] -			
Number of men employed, ex	clusive	of those	en oa o	ed in			
construction, .	.0140110	01 011000	00		183	men.	
For removing ice and snow,	(this	itom to	inalud		100 .	arcar.	
						059 56	
labor, tools, repairs, and						253.56	
For repairs of fences, gates, h			l-men,	gate-			
keepers, switchmen, tool-	houses,	•				64.96	
Total for maintenance of w	ay,						48,882.0
	-			i			
Motive Power	R AND	CARS.					
For repairs of locomotives,		_			#1	1,869.21	
For new locomotives, to cover	· depreci	lation.	Ĭ.	.		6,800.00	
For repairs of passenger cars,		illioni,	•			6,219.58	
For more management to as		·	. •	•		0,210.00	
For new passenger cars, to co	ver depi	rectation	1,	•	-	1 205 65	
For repairs of merchandise ca		•	. •	•		1,325.65	
For new merchandise cars, to	cover d	.eprecıat	ion,			5,121.29	
For repairs of gravel and other	er cars,		•	•		1,006.16	
Total for maintenance of m	otive po	wer and	l cars,	.			42,341.89
Number of engines, .				.	Fou	${f rteen.}$	
Number of passenger cars,				.	Sixt	een.	
Number of baggage cars,					Thre		
Number of merchandise cars,	Ī	•	•	- 1			d & eighty
and a merchandisc cars,	•	•	•	•	· >	ne.	organy
NT 1 C . 1							
Number of gravel cars,	•	•	•	٠	Five		
MISCELLA	NEOUS.						
For fuel used by engines duri	ng the y	rea <b>r, v</b> iz	.:				
Wood, number of cords, -	<del></del>	Cost of	the san	ne,	\$2	6.007.67	
Coal, number of tons, (re	eckoning	2.240	lbs. to	the			
ton,) Cost of sam	ie.	,				3,799.74	
For oil used by cars and engin		•	•	•		3,067.02	
			•	•		492.06	
For waste and other material	TOT CIEST	mig,	• obor	anhla		704,00	
For salaries, wages and incid	ental e	xpenses,	charg	eapte		0 000 00	
to passenger department,		•		. •	1	6,392.22	
For salaries, wages and incide	ntal exp	enses, c	nargeal	le to			
freight department,					3	1,729.25	
For gratuities and damages,	T.					1,572.97	
For taxes and insurance,	Ī					1,858.01	
For ferries,	•	•	•	.		_,	
		dnote f	·	fr.			
	gs, aque	eaucts, f	ixtures,	rur-		4 107 00	
For repairs of station buildin							
niture,		٠.	•	•		4,137.82	
niture, For renewals of iron, includi	ng layin			.:		2,594.70	
niture,	ng layin			iron			

For amount paid other	r comp	anies, ir	tolls i	for pas	sengers		
and freight carrie							
company, .							
For amount paid other	r comp	anies, as	rent fo	r use c	of their		
roads, specifying	each co	mnanv	7 1 0 11 0 10	a abc c	/L ULICIA		
For salaries of Pres				nerint	andent		
law expenses, off							
and all other expenses, on							
foregoing items,	chaca i	100 11101	uncu 1	папу	or the	16,481.11	
Total miscellaneous.		•	•	•	•	10,401.11	108,132.57
Total expenditures for		no the v	ban	•	•		199,356.51
Total amount of inter-				•	•		42,279.97
Total expenses and Ir			s the ye	:a1,	•		
[Total expenses and II	iterest,	j	•	•	•		241,636.48
Income	DURIN	G THE	YEAR.				
For Passengers:							
1. On main road inclu	iding b	ranches	owned	by cor	nnany.	\$89,341.45	
2. To and from other	roads.	specifyi	no wha	it TBo	ston &	φου,σ11.10	
Worcester, Wor.	& Nas	shna. P	rovider	ice. H	artford		
& Fishkill, New I	Condon	& Nort	hern.			32,472,87-	-121,814.32
For Freight:	10114011		110111, [	•	•	02,1,2.0,	121,011.02
1. On main road and	branch	es owne	d by co	mnan	<u>.</u>	161,086.19	
2. To and from other						202,000120	
cester, Worcester	& Nash	nna Pro	vidence	Hart	ford &		
Fishkill, New Lo				,		61 429 86-	-222,516.05
U. S. Mails, .		2102011	·, ]	•		6,600.00	222,010.00
Rents, [\$1,075.50; ot	her inc	ome. \$6	3.356.4	7.7	•		- 14,031.97
Total income,		ome, φι	3,000.1	. •]	•	1,101.01	358,362.34
Net earnings, after dec	lucting	expense	es. Iand	l intere	et 7		116,725.86
		onpone	ob, [mire		ر,د		120,120100
	DIVID	ENDS.					
per cent. Total,			•	•			
Surplus not divided,					.		
Surplus last year,							
Total surplus,			•		.		
п т							
ESTIMATED DEPRECIAT	MON BE	EYOND TI	HE KEN	EWALS	, VIZ.:		
Of road and bridges,	•	•	•	•	•		
Buildings,	•	•	•	•	•		
Engines and cars,	•	•	•	•	•		
Mo	RTGAG	е Девт	S .				
Amount of debts secu				oad an	d fran-		
chise, or any pro							
Report, .	·roroj		Pora			710,600.00	
Mortgage debt, paid si	ince les	st Repor	·t.	•	•	80,000.00	
Increase of mortgage				•	•	00,000.00	
Present amount of mo			rechort,	•	•	630,600.00	
Number of mortgage			d franc	hise	or any	330,000.00	
			u mane	11150,	or any		
property of the C	arnara	tion			•	Five.	

### CASUALTIES.

1860.

May 26. First passenger train from Worcester ran against a child without serious injury.

June 26. Marcus Young, a Flagman at Worcester, jumped from a coal car at the head of the train and was killed by its passing over him.

July 18. Way freight train from Worcester ran against an old man without serious injury.

All of which is respectfully submitted, with the Report of the Commissioners of the Commonwealth of Massachusetts, and the State of Connecticut, as required by law.

A. BREWSTER,
JEDEDIAH HUNTINGTON,
MOSES PIERCE,
JNO. T. WAIT,
J. N. PERKINS,
CHARLES JOHNSON,
FRANCIS H. DEWEY,
ALEX. DEWITT,

JEDEDIAH HUNTINGTON,
Director

STATE OF CONNECTICUT,
New London County, ss., December 22, 1860.

Personally appeared, the above named, A. Brewster, Jedediah Huntington, Moses Pierce, and John T. Wait, and Charles Johnson, and made oath that the foregoing return, by them subscribed, is true to the best of their knowledge and belief.

Before me, LEVI H. GODDARD,

Justice of the Peace.

STATE OF NEW YORK,
City and County of New York.

On the 24th day of December, A. D. 1860, personally appeared before me, J. Newton Perkins, to me known, who being by me duly sworn, declared that the foregoing return by him signed, was true to the best of his knowledge and belief.

E. A. BENEDICT, Notary Public.

STATE OF MASSACHUSETTS,
County of Worcester, December 26, 1860.

Personally appeared the above named Francis H. Dewey, and made oath that the foregoing return by him subscribed, is true to the best of his knowledge and belief.

Before me, HARTLEY WILLIAMS,

Justice of the Peace.

State of Massachusetts,
County of Worcester, December 27, 1860.

Personally appeared the above named Alexander DeWitt, and made oath that the foregoing return by him subscribed, is true to the best of his knowledge and belief.

JOHN W. WETHERELL, Justice of the Peace.

Twenty-Fifth Annual Report of the Commissioners of the States of Massachusetts and Connecticut.

The undersigned, having been called upon to examine the Accounts of the Norwich and Worcester Rail Road Company relative to the Expenditures of the Road, and to decide what portion of said expenditures are to be applied to the different sections of the road, report, that on the 26th day of December, A. D. 1860, we examined the accounts of said Company to the 30th of November, 1860, and found that there had been expended for the road in Connecticut to the 30th of November, 1860, the sum of

	\$1,840,597.60
That there had been expended in Massachusetts to the 30th of	
November, 1860, the sum of	773,096.61
Making the whole cost of the Road to the 30th of November, 1860,	\$2,613,694.21

They further report, that the accounts of the Expenditure on the Road in each State have been kept separate and distinct as required by the Charter; that the *Receipts* of the Company for twelve months ending November 30th, 1860, were

358,362.34

Expenditures were, for Repairs of Road, Cars, Locomotives, New Locomotives, Bridges, Station Houses, Fuel, Passenger and Freight expenses, &c., &c.,

and Freight expenses, &c., &c.,		199,356.51
From which deduct Interest,		\$159,005.83 42,279.97
Leaving Net, after paying expenses and interest,	-	\$116,725.86
Of which we have set down to Massachusetts, one-third, And to Connecticut, two-thirds,		38,908.62 77,817.24
		\$116,725.86

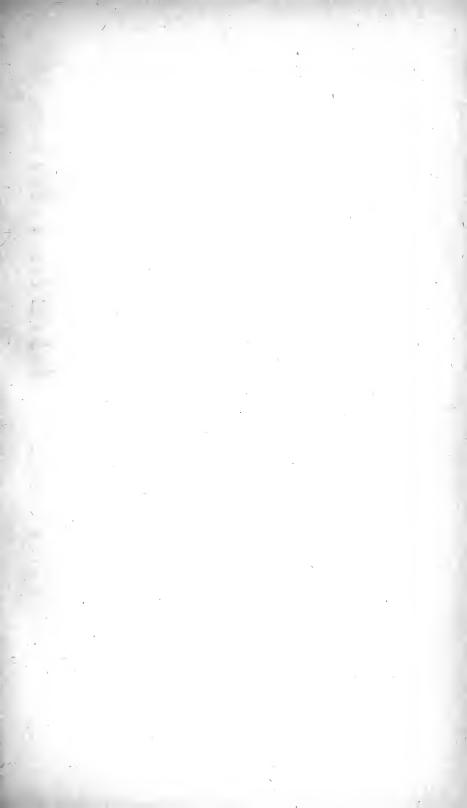
All of which is respectfully submitted.

CHAS. L. PUTNAM,

Commissioner for Massachusetts.

#### THOMAS ROBINSON,

Commissioner for Connecticut.



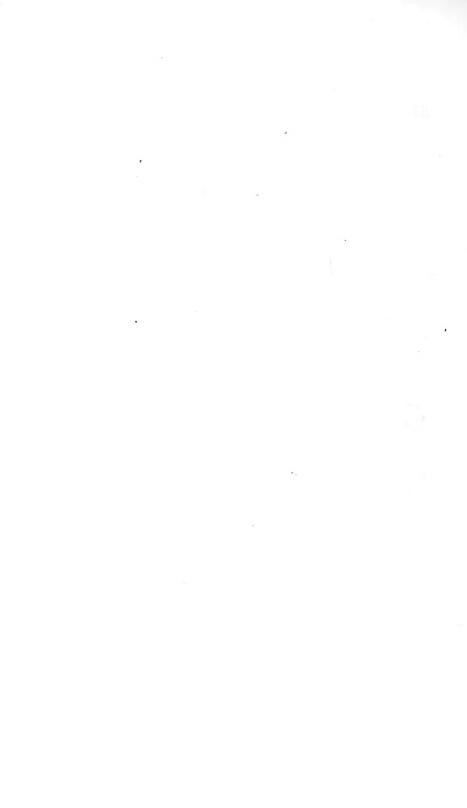


### SEVENTH ANNUAL REPORT

OF THE

# Old Colony and Fall River

RAILROAD COMPANY.



# RETURN OF THE OLD COLONY AND FALL RIVER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Required by Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168 and 240; and 1858, Chap. 46.

Carital stock fauthorized by shoutoned		\$3,300,000 00
Capital stock, [authorized by charters,] Number of shares of capital stock issued,	30,151	φ3,300,000 00
Increase of capital, since last report,	50,101	00
Capital paid in, per last report,	\$3,015,100	00
Capital paid in, since last report,		
Total amount of capital stock paid in,		3,015,100 00
Funded debt, per last report,	134,500	
Funded debt, paid since last report,	27,500	00
Funded debt, increase of, since last report,		-
Total present amount of funded debt,		107,000 00
Floating debt, per last report,	60,900	00
Floating debt, paid since last report,		
Floating debt, increase of, since last report,	15,600	00
Total present amount of floating debt,		76,500 00
Total present amount of funded and floating debt,		183,500 00
Average rate of interest per annum, paid during	AT , .	
the year,	Nearly six	
Maximum amount of debts during the year, .		197,500 00
COST OF ROAD AND EQUIPMENT.		
For cost of Abington Branch, per last report,		129,098 87
For graduation and masonry, per last report,		
For graduation and masonry, paid during the		
past year,	_	401.240.10
Total am't expended for graduation and masonry,		491,340 12
For wooden bridges, per last report, For wooden bridges, paid during the past year,		<del>-</del>
Total amount expended for wooden bridges,	_	99,439 30
Total amount expended for iron bridges (if any,)		
For superstructure, including iron, per last report,		
For superstructure, including iron, paid during		
the past year,		
Total amount expended for superstructure, in-		
cluding iron,	,	877,046 20
For stations, buildings and fixtures, per last report,		-
For stations, buildings and fixtures, paid during		
the past year, (\$2,559 40 charged in expenses,)		
Total amount expended for stations, buildings and		
fixtures, excepting am't charged in expenses,		295,564 67
For land, land-damages and fences, per last report,	_	
For land, land-damages and fences, paid during		
the past year, (\$321 84 charged in expenses,)	*****	E
Total amount expended for land, land-damages		051 051 00
and fences, excepting am't charged in exp's,	ł	851,051 32

For locomotives, per last report,		
For locomotives, paid during the past year, Total amount expended for locomotives,	_	\$161,259 80
For passenger and baggage cars, per last report,		Ψ101,≈00 00 —
For passenger and baggage cars, paid during the		
past year, (\$4,716 58 charged in expenses,).	_	
Total amount expended for passenger and bag-		
gage cars, excepting am't charged in expenses,		94,281 23
For merchandise cars, per last report, . For merchandise cars, paid during the past year,		-
(20 new cars have been built at shop, charged)		
in expenses.)	_	
Total amount expended for merchandise cars,		
excepting amount charged in expenses,		78,962 14
For engineering, per last report,		_
For engineering, paid during past year, Total amount appended for engineering		252 266 26
Total amount expended for engineering, For agencies and other expenses, per last report,		353,366 26
For agencies and other expenses, paid during		
the past year,	_	
Total amount expended for agencies and other		
expenses,		2,754 90
Total cost of road and equipment,		\$3,434,164 81
Less charged off for deterioration,		71,216 21
		\$3,362,948 60
Amount of assets or property held by the corpo-		
ration in addition to the cost of the road, (being the surplus earnings on hand after deducting		
the dividend to be paid in January,)	\$701,697 22	
ine arriagna to so para in vandary,	\$101,001	
CHARACTERISTICS OF ROAD.		
Length of road,	79 1-2 miles.	
Length of single main track,	79 1-2 miles.	
Length of double main track,	11 1-2 miles.	
Length of branches owned by the company, stat-	7 0 4 1	nimala turale
ing whether they have a single or double track, Aggregate length of sidings, and other tracks,	7 3-4 nmes,	single track.
excepting main tracks and branches,	15 miles.	
Weight of rail, per yard, in main road,	54 to 60 lbs.	
Weight of rail, per yard, in branch roads, (speci-		
fy the different weights per yard,)	50 to 56 lbs.	400 f4
Maximum grade, with its length in main road, Maximum grade, with its length in branch roads.	44 85-100 for 39 6-10 for 87	
Total rise and fall in main road,	1,383 feet.	J 1001.
Total rise and fall in branch roads,	148 feet.	
Shortest radius of curvature, with length of curve		_
in main road,	520 feet for 45	50 feet.
Shortest radius of curvature, with length of curve	201 fact fac 1	10 foot
in branch roads,  Total degrees of curvature in main road,	301 feet for 14 1,538°.	ao ieet.
Total degrees of curvature in branch roads,	172°.	
Total length of straight line in main road,	60 miles 2,550	0 feet.
Total length of straight line in branches,	5 miles 4,70	
Aggregate length of wooden truss bridges,	284 feet.	
Aggregate length of all other wooden bridges, . Aggregate length of iron bridges,	1,500 feet. None.	
255 of the length of flott bridges,	Tione.	

Whole length of road unfenced on both sides,	About four miles.
Number of public ways crossed at grade,	94
Number of railroads crossed at grade,	1
Remarks,	
Way stations for express trains,	3
Way stations for accommodation trains,	. 33
Flag stations,	. 11
Whole number of way stations,	33
Whole number of flag stations,	. 11
Doings during the Year.	
Miles was because and tooling	200 122
Miles run by passenger trains,	296,422
Miles run by freight trains,	104,289
Miles run by other trains,	12,306
Total miles run,	413,017
Number of passengers carried in the cars,	1,122,279
Number of passengers carried one mile,	16,430,160
Number of tons of merchandise carried in the cars,	207,765
Number of tons of merchandise carried one mile,	7,075,048
Number of passengers carried one mile, to and	
from other roads,	6,902,041
Number of tons carried one mile, to and from	
other roads,	1,801,129
trains, including stops,	30 miles per hour.
passenger trains, including stops and detentions,	30 miles per hour
Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation	23 miles per hour.
trains, including stops and detentions, Average rate of speed actually attained by special	23 miles per hour.
trains, including stops and detentions,	20 miles per hour.
Average rate of speed adopted for freight trains,	
including stops,	12 miles per hour.
including passengers), hauled one mile, . Estimated weight in tons of merchandise cars,	12,500,000
(not including freight), hauled one mile,	5,300,000
	, ,
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclu-	
_ sive of wooden bridges, and renewals of iron,	\$60,465 71
For repairs of wooden bridges,	
For wages of switchmen, average per month, \$30	3.126 90
For wages of gate-keepers, average per month, \$33	3,126 90 1,195 05 2,586 03
For wages of signal-men, average per month, \$25	2,586 03
For wages of watchmen, average per month, \$20	
For wages of watchmen, average per month, \$33	J 3,431 83
Number of men employed, exclusive of those	000
engaged in construction,	360
For removing ice and snow, (this item to include	
all labor, tools, repairs, and extra steam-power	
used,)	
For repairs of fences, gates, houses for signal-	
men, gate-keepers, switchmen, tool-houses,	2,123 39
Total for maintenance of way,	\$77,669 07
2,	,

Motive Power and Cars.	
For repairs of locomotives,	\$27,855 55
For new locomotives, to cover depreciation,	
For repairs of passenger cars,	13,905 52
For new passenger cars, to cover depreciation, .	4,716 58
For repairs of merchandise cars, and construct-	•
ing ditto,	13,873 25
For new merchandise cars, to cover depreciation,	
[20 constructed in shop, charged to expenses,]	
For repairs of gravel and other cars,	1,298 00
Total for maintenance of motive power and cars,	61,648 90
Number of engines,	48
Number of passenger cars,	15
Number of merchandise cars,	363, equal to 513 4 wheel
ivalities of incremandisc cars,	cars.
Number of gravel cars,	included in the above.
2.4	
MISCELLANEOUS.	
The feel would be remised during the mean might	
For fuel used by engines during the year, viz:	
Wood, number of cords, 2,000. Cost of the	
same, [This includes 500 cords burnt at S. Braintree, and 100 cords warming cars,]	\$11,901 65
Coal, number of tons, (reckoning 2,240 lbs. to	Ψ11,001 00
the ton,) [4,000 tons Cumberland, \$21,000;	
blacksmith's shop, 1,000; stations, 2,218 15.]	
Cost of same,	24,218 15
For oil used by cars and engines,	7,047 04
For waste and other material for cleaning,	1,199 14
For salaries, wages and incidental expenses,	
chargeable to passenger department,	44,362 42
For salaries, wages and incidental expenses,	20 0 12 50
chargeable to freight department,	$\begin{bmatrix} 36,243 & 56 \\ 2,646 & 29 \end{bmatrix}$
For gratuities and damages,	6,534 39
For taxes and insurance,	0,334 33
For repairs of station buildings, aqueducts, fix-	
tures, furniture,	4,383 46
For station buildings,	2,559 40
For renewals of iron, including laying down, .	33,786 70
For new iron laid down, deducting the value of	,
old iron taken up, (\$33,786 70,)	
For amount paid other companies, in tolls for	
passengers and freight carried on their roads,	
specifying each company,	
For amount paid other companies, as rent for use	
of their roads, specifying each company,	321 84
For re-locating road, For salaries of president, treasurer, law expenses,	921 04
office expenses of the above offices, and all	
other expenses not included in any of the	
foregoing items,	10,467 70
For U. S. Mails,	1,232 50
Total Miscellaneous,	\$186,904 24
Total expenditures for working the road,	326,222 21

Total amount of inte Bonded debt and Amount chargeable for the year, paid	Bills paya to gratuit	ble, ties ar	id dam				\$9,111 4,814	
INCOME D	URING TH	е Үел	R.				\$340,148	16
<ol> <li>For Passengers: —\$4</li> <li>On main road, by company,</li> <li>To and from oth Cape Cod and Shore, Taunton boro' and Taun Branch,</li> </ol>	including er roads, s Fairhave and New	branc pecifyi n Bra Bedfor	ing whanch, S	it:— outh ldle-	\$331,942 69,568			
For Freight:—\$226, 1. On main road company, 2. To and from oth Cod and Fairle Taunton and Ne Taunton, Dorch U. S. Mails, Rents,	and bran er connect even Bran w Bedford	ing roach, So , Midd	ads :—( outh Sl lleboro'	cape lore, and	35,923 10,750 13,024	44 00		
Running Dorchester	and Milto	n train	ns, .		3,673			
Total income, .	•	۰	•				655,430	30
Net earnings, after d	educting e	xpense	es, .	•			315,282	14
Dr	VIDENDS.							
6 per cent. Total, Surplus not divided, Surplus last year, . Total surplus, .	•		•		134,376 : 567,321 (		180,906 701,697	
ESTIMATED DEPREC	IATION B		THE	RE-				
Of road and bridges, Buildings, Engines and cars, .	e e	•	•		= .			•
Morto	AGE DEB	TS.						
Amount of debts, see and franchise, or an tion, per last report Mortgage debt, paid Increase of mortgage Present amount of m Number of mortgage any property of the	ny property since last i debt since ortgage de s on road	y of the report, e last re bts, and fr	e Corpore	ora-	-			

#### ACCIDENTS.

May 1, 1860.—J. W. Brown, on morning train from Fall River to Boston, fell from the platform of a car while the train was running about twenty-five miles an hour, near South Quincy, and was instantly killed.

June 1. Thomas Poole, a brakeman on Fall River freight train, fell from a car, and was fatally injured.

July 18.—Edward Welsh was thrown from the top of a car on an excursion train by contact with a bridge in Braintree, and killed.

Oct. 26.—The rear car of the steamboat train was thrown from the track and capsized by the breaking of a rail near Assonet, and several passengers were injured.

ALEXANDER HOLMES, RICHARD BORDEN, JAMES H. BEAL, WILLIAM J. WALKER, F. B. CROWNINSHIELD, C. C. GILBERT.

#### COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. December 27, 1860. Then personally appeared Alexander Holmes, Richard Borden, William J. Walker, and James H. Beal, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before Joseph S. Beal, Justice of the Peace.

Suffolk, ss. December 28, 1860. Then personally appeared F. B. Crowninshield, and made oath to the truth of the foregoing statement, by him subscribed, according to his best knowledge and belief.

Before J. GILES, Justice of the Peace.

Suffolk, ss. Boston, December 28, 1860. Then personally appeared C. C. Gilbert, and made oath to the truth of the foregoing statement, by him subscribed, according to his best knowledge and belief.

Before JAMES H. BEAL, Justice of the Peace.

## REPORT

OF THE

## Directors of the Peterborough & Shirley

RAILROAD CORPORATION,

FOR THE YEAR ENDING Nov. 30, 1860.

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### REPORT OF THE DIRECTORS

OF THE

## Peterborough and Shirley Bailroad Corporation,

FOR THE YEAR ENDING NOV. 30, 1860.

from Start of Land of Sext

Capital Stock,

Number of shares of capital stock issued,

Increase of capital, since last Report,

Capital paid in, per last Report,

Capital paid in, since last Report,

Total amount of capital stock paid in,

Funded debt, per last Report,

Funded debt, paid since last Report,

Funded debt, increase of, since last Report,

Total present amount of funded debt,

Floating debt, per last Report,

Floating debt, paid since last Report,

Floating debt, increase of, since last Report,

Total present amount of floating debt,

Total present amount of funded and floating debt.

Average rate of interest per annum, paid during the year,

Maximum amount of debts during the year,

#### COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report, For graduation and masonry, paid during the past year,

Total amount expended for graduation and masonry, For wooden bridges, per last Report,

For wooden bridges, paid during the past year,

\$275,000

2,643

No increase.

\$263,700

\$264,300

None.

See next name

Total amount expended for wooden bridges,
Total amount expended for iron bridges (if any),
For superstructure, including iron, per last Report,
For superstructure, including iron, paid during the
past year,

Total amount expended for superstructure, including iron,

For stations, buildings, and fixtures, per last Report, For stations, buildings, and fixtures, paid during the past year,

Total amount expended for stations, buildings, and fixtures.

For land, land-damages, and fences, per last Report, For land, land-damages, and fences, paid during the

Total amount expended for land, land-damages, and fences.

For locomotives, per last Report,

For locomotives, paid during the past year, Total amount expended for locomotives,

For passenger and baggage cars, per last Report, For passenger and baggage cars, paid during the past

Total amount expended for passenger and baggage cars.

For merchandise cars, per last Report,

For merchandise cars, paid during the past year, Total amount expended for merchandise cars,

For engineering, per last Report,

For engineering, paid during the past year,

Total amount expended for engineering,

For agencies and other expenses, per last Report, For agencies and other expenses, paid during the

past year,
Total amount expended for agencies and other ex-

penses,

Total cost of road and equipment,

Amount of assets or property held by the corporation in addition to the cost of the road,

#### CHARACTERISTICS OF ROAD. ((

Length of road, Length of single main track, Length of double main track, \$265,326 81

14 miles 391½ feet.
14 miles 391½ feet.
None.

A Other will

None.

Length of branches owned by the Company, stating whether they have a single or double track,

Aggregate length of sidings, and other tracks, excepting main tracks and branches, ...

Weight of rail, per yard, in main road,

Weight of rail, per yard, in branch roads (specify the different weights per yard),

Maximum grade, with its length, in main road, Maximum grade, with its length, in branch roads,

Total rise and fall in main road,

Total rise and fall in branch roads,

Shortest radius of curvature, with length of curve, in main road,

Shortest radius of curvature, with length of curve, in branch roads,

Total degrees of curvature, in main road,
Total degrees of curvature, in branch roads,
Total length of straight line, in main road,
Total length of straight line, in branches,
Aggregate length of wooden truss-bridges,
Aggregate length of all other wooden bridges,
Aggregate length of iron bridges,
Whole length of road unfenced on both sides,

Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade,

Remarks,
Way stations for express trains,
Way stations for accommodation trains,

Flag stations,
Whole number of way stations,
Whole number of flag stations,

#### DOINGS DURING THE YEAR.

Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run,

Number of passengers carried in the cars, Number of passengers carried one mile,

Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile,

Number of passengers carried one mile, to and from other roads,

Number of tons carried one mile, to and from other roads,

None.

2,210 feet. 50 and 53 lbs.

No branches.
50 feet; 5,190 feet long.
No branches.
327 59-100 feet.
No branches.

1,146 ft.rad.; 700 ft.long.

No branches. 588 deg. 18 min. No branches. 8,64 miles. No branches. 205 feet. 240 feet. None.

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12 1—Wor. & Nashua.

None.

None.

Operated by the Fitchburg Railroad Company till sold, as stated below. Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation

trains, including stops and detentions,

. Average rate of speed actually attained by specialtrains, including stops and detentions,

Average rate of speed adopted for freight trains, including stops,

Estimated weight, in tons, of passenger cars (not including passengers), hauled one mile,

Estimated weight, in tons, of merchandise cars (not including freight), hauled one mile,

#### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,

For repairs of wooden bridges,

For wages of switchmen, average per month, \$-For wages of gate-keepers, average per month, \$-

For wages of signal-men, average per month, \$-For wages of watchmen, average per month, \$

Number of men employed, exclusive of those engaged in construction.

For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used), For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,

Total for maintenance of way,

#### MOTIVE POWER AND CARS.

For repairs of locomotives, For new locomotives, to cover depreciation, For repairs of passenger cars, For new passenger cars, to cover depreciation, For repairs of merchandise cars, For new merchandise cars, to cover depreciation, For repairs of gravel and other cars, Total for maintenance of motive power and cars, Number of engines,

Number of passenger cars, Number of baggage cars,

Number of merchandise cars,

Number of gravel cars,

a dia giany amin'ny lia Operated, &c.

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Contain of the second

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Additional to the Total Total

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25 2 31 , 55 , 3 down and the

To the some low IT Paid by the Fitchburg Railroad Company, as stated below.

Wits:

#### MISCELLANEOUS.

For fuel used by engines during the year, viz:-

- 1. Wood, number of cords,——. Cost of the same,
- 2. Coal, number of tons (reckoning 2,240 lbs. to the ton),———. Cost of same,

For oil used by cars and engines,

For waste and other material for cleaning,

For salaries, wages, and incidental expenses, chargeable to passenger department,

For salaries, wages, and incidental expenses, chargeable to freight department,

For gratuities and damages,

For taxes and insurance,

For ferries,

For repairs of station buildings, acqueducts, fixtures, furniture,

For renewals of iron, including laying down,

For new iron laid down, deducting the value of old iron taken up,

For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,

For amount paid other companies, as rent for use of their roads, specifying each company,

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,

Total Miscellaneous,

o labilities and war

Total expenditures for working the road, Total amount of interest paid during the year,

#### INCOME DURING THE YEAR.

For Passengers: --

- 1. On main road, including branches owned by company,
- 2. To and from other roads, specifying what, For Freight:—
  - 1. On main road and branches owned by company,
  - 2. To and from other connecting roads,

United States Mails,

Rents of N. H. portion of the road, leased to Fitchburg Co.,

Total income,

Net earnings after deducting expenses,

Paid, &c.

\$861 54

Run by Fitchburg Railroad Company.

\$ 1,750 13,336 44 12,474 90

#### DIVIDENDS.

Per cent, total, Surplus not divided, Surplus last year, Total surplus,

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, Viz:

Of road and bridges, Buildings, Engines and cars,

MORTGAGE DEBTS. OC.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report,

Mortgage debt paid since last Report, Increase of mortgage debt since last Report, Present amount of mortgage debts, Number of mortgages on road and franchise, or any

property of the corporation,

No dividend of earnings, but capital divided as stated below.

None.

By virtue of an Act passed by the Legislature of the Commonwealth of Massachusetts, approved by the Governor January 30th, 1860, authorizing the Peterborough and Shirley Railroad Company to sell and convey to the Fitchburg Company their franchise rights and railroad, together with all their corporate property and powers, the Peterborough and Shirley Railroad Company sold to the Fitchburg Railroad Company in March, A. D., 1860, for the sum of one hundred and thirty-two thousand six hundred sixty-three, and forty-one one-hundredths dollars (\$132,663 41), and interest thereon from the first day of January, A. D., 1860, their franchise rights and railroad, together with all their corporate property and powers, and up to that time the said Peterboro' and Shirley Railroad had been run by the Fitchburg Railroad, by virtue of a lease or agreement. There are now no debts due from the said Peterborough and Shirley Railroad Company, that we are aware of, and said Peterborough and Shirley Railroad Company have divided, within the last year, fifty-five dollars on each share of its stock, and there is now on hand, subject to any future liabilities or contingencies that may arise, the sum of five thousand seven hundred and ninety-nine dollars and forty-five cents.

WALTER FESSENDEN, GEO. TAFT, DANIEL ADAMS, J. M. MAYNARD, L. W. WOODS, EDWARD ORDWAY, P. A. WORCESTER,

Directors of the Railroad Corporation.

dinted ar that.

MIDDLESEX, ss.—December 25, 1860.—Then personally appeared Walter Fessenden, George Taft, Daniel Adams, J. M. Maynard, L. W. Woods, and Edward Ordway, and severally made oath to the truth of the foregoing statement by them subscribed.—Before F. A. WORCESTER, Justice of the Peace.

### ANNUAL REPORT

OF THE

## PITTSFIELD AND NORTH ADAMS RAILROAD,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Report of the Pittsfield and North Adams Railroad under the Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168 and 240.

Capital Stock		\$500,000 00
Number of Shares of capital stock issued		4,500
Increase of Capital since last report		
Capital paid in, per last report		450,000 00
Capital paid in, since last report		
Total Amount of Capital Stock paid in		450,000 00
Funded debt, per last report		
Funded debt, paid since last report		
Funded debt, increase of, since last report		
Total present amount of funded debt		
Floating debt, per last report		
Floating debt, paid since last report		
Floating debt, increase of, since last report		
Total present amount of floating debt		
Total present amount of funded and floating debt		
Average rate of interest per annum paid during the year		
Maximum amount of debts during the year		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report	\$108,827 47	
For graduation and masonry, paid during the past year	,	
Total amount expended for graduation and masonry		108,827 47
For wooden bridges, per last report	7,244 00	•
For wooden bridges, paid during the past year	,	
Total amount expended for wooden bridges		7,244 00
Total amount expended for iron bridges (if any)	1,303-62	1,303 62
For superstructure, including iron, per last report	201,395 31	,
For superstructure, including iron, paid during the past year	,	
Total amount expended for superstructure, including		
iron		201,395 31
For stations, buildings and fixtures, per last report	29,311 33	
For station, buildings and fixtures, paid during the past year		

Total amount expended for stations, buildings and fix-	29,311 33
For land, land damages and fences per last report For land, land damages and fences, paid during the past	63,742 95
year	
fences	63,742 95
For locomotives, per last report	7,000 00
For locomotives, paid during the past year	7 000 00
Total amount expended for locomotives  For passenger and baggage ears per last report	7,000 00 4,247 43
For passenger and baggage cars, paid during the past year.	4,247 40
Total amount expended for passenger and baggage cars	4,247 43
For merchandise cars, per last report	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars  For engineering per last report	20,605 56
For engineering, paid during the past year	20,000 00
Total amount expended for engineering	20,605 56
For agencies and other expenses per last report	
For agencies and other expenses paid during the past	
year Total amount expended for agencies and other ex-	
penses	
Total cost of road and equipment	443,677 67
Amount of assets of property held by the corporation in addition to the cost of the road	
CHARACTERISTICS OF ROAD.	
Length of Road	18.65 miles.
Length of single main track	18.65 "
Length of double main track.	
Length of branches owned by the company, stating whether they have a single or double track	
Aggregate length of sidings, and other tracks, excepting main tracks and branches	0.70 miles,
Weight of rail per yard, in main road	56 pounds.
Weight of rail per yard, in branch roads	
Specify the different weights per yard	4
Maximum grade, with its length, in main road	66 feet—222 feet long.
Maximum grade, with its length, in branch roads  *Total rise and fall in main road	365 feet.
Total rise and fall in branch roads	330 1000
Shortest radius of curvature, with length of curve, in	
main road	477 1-2 feet—722 ft. long.

^{*}This question has formerly been answered by giving one-half of the sum of the ascent to and descent from three of the principal elevations on the line of the road. We now answer the question as we believe the same question is answered by other Railroad Corporations, viz: by giving the whole sum of the ascent and descent made in passing over the road in either direction between Worcester and Albany.

Shortest radius of curvature, with length of curve, in	
branch roads	710°
Total degrees of curvature in branch roads	710
Total length of straight line in main road	13.39 miles.
Total length of straight line in branches	
Aggregate length of wooden truss bridges	364 feet.
Aggregate length of all other wooden bridges	
Aggregate length of iron bridges	30 feet.
Whole length of road unfenced on both sides	
Number of public ways crossed at grade  Number of railroads crossed at grade	17
Remarks	
Way stations for express trains	
Way stations for accommodation trains	2
Flag stations	4
Whole number of way stations	2
Whole number of flag stations	4
Doings during the Year.	
Miles run by passenger trains	22.160
Miles run by freight trains	33,160
Miles run by other trains	
Total miles run	33,160
Number of passengers carried in the cars	57,676
Number of passengers carried one mile	713,172
Number of tons of merchandise earried in the cars	27,238
Number of tons of merchandise carried one mile	429,945
Number of passengers carried one mile to and from other roads	160,784
Number of tons carried one mile to and from other	100,704
roads	353,950
cluding stops	
Average rate of speed actually attained by express passenger trains, including stops and detentions	
Rate of speed adopted for accommodation trains	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions	por nonce
Average rate of speed actually attained by special trains, including stops and detentions	20 miles per hour.
Average rate of speed adopted for freight trains, including stops	20 miles per honr.
Estimated weight in tons of passenger cars, (not including passengers) hauled one mile	•
Estimated weight in tons of merchaudise cars, (not including freight) hauled one mile	
Expenditures for Working the Road.	
For renewals of iron, including laying down	
For repairs of road, maintenance of way exclusive of	•
wooden bridges and renewals of iron	6,674 60

For repairs of wooden bridges,	19 00	
For wages of switchmen, average per month, \$26	10 00	
For wages of gate-keepers, average per month, \$20		
For wages of signal men, average per month, \$20		
For wages of watchmen, average per month, \$30		
Number of men employed, exclusive of those engaged	90 arrana Na	
in construction.	29 average No.	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used)	99 00	
For repairs of fences, gates, houses for signal men, gate	<i>33</i> 00	
keepers, switchmen, tool-houses	330 84	
Total for maintenance of way		7,123 44
·		,
MOTIVE POWER AND CARS.		
For repairs of locomotives	1,658 25	
For new locomotives, to cover depreciation		
For repairs of passenger cars	$147 \ 32$	
For new passenger cars, to cover depreciation		
For repairs of merchandise cars	1,250 67	
For new merchandise cars, to cover depreciation		
For repairs of gravel and other cars		
Total for maintenance of motive power and ears		3,056 24
Number of Engines	1	
Number of passenger cars	2	
Number of baggage cars	1	
Number of merchandise cars	_	
Number of gravel cars		
industrial of graver cars		
MISCELLANEOUS.		
For fuel used by engines during the year, viz:		
Wood, number of cords, 1,080. Cost of the same	3,177 00	
Coal, number of tons, (reckoning 2,240 lbs to the ton,)		
Cost of same		
For Oil used by engines and cars,	704 50	
For waste and other material for cleaning	125 25	
For salaries, wages and incidental expenses, chargea-		
ble to passsenger department		
For salaries, wages and incidental expenses, chargea-	7,004 51	
ble to freight department		
For gratuities and damages	11 00	
For taxes and insurance	31 86	
For ferries		
For repairs of station buildings, acqueducts, fixtures,		
furniture	166 99	
For amount paid other companies, in tolls for passengers		
For amount pard other companies, in tons for passengers		
and freight carried on their roads, specifying each		
and freight carried on their roads, specifying each company		
and freight carried on their roads, specifying each		

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items		
Total Miscellaneous		\$11.991.11
Total expenditures for working the road		\$11,221 11 21,400 79
Total amount of interest paid during the year		21,400 79
INCOME DURING THE YEAR.		
For Passengers:— 1. On main road, including branches owned by		
company	21,768 01	
2. To and from other roads, specifying what	,	
For Freight:—		
1. On main road and branches owned by company.	24,826 98	
2. To and from other connecting roads	·	
U. S. Mails	1,575 00	
Rents and other sources	1,000 00-	<del></del>
Total income		\$49,169 99
Net earnings, after deducting expenses		\$27,769 20
DIVIDENDS.		•
Six per cent. Total		\$27,000 00
		· · · · · · · · · · · · · · · · · · ·
Surplus carried to Western Railroad account Surplus last year		\$769 20
Total surplus		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS.		
VIZ.		
Road and Bridges		
Buildings		
Engines and Cars		
Mortgage Debts.		
Amount of debts secured by mortgage of road and		
franchise, or any property of the corporation, per last report		
Mortgage debt, paid since last report		
Mortgage debt, increase of, since last report		
Present amount of Mortgage debts		
Number of Mortgages on road and franchise, or any property of the corporation		
C. W. CHAPIN,	)	
ROB'T CAMPBELL,	I	tors of the
JOSIAH STICKNEY,	\ Pittsfield	& N. Adams
WILLIAM H. SWIFT,	Railro	ad Corp'n.
STEPHEN FAIRBANKS,	J	-

#### COMMONWEALTH OF MASSACHUSETTS.

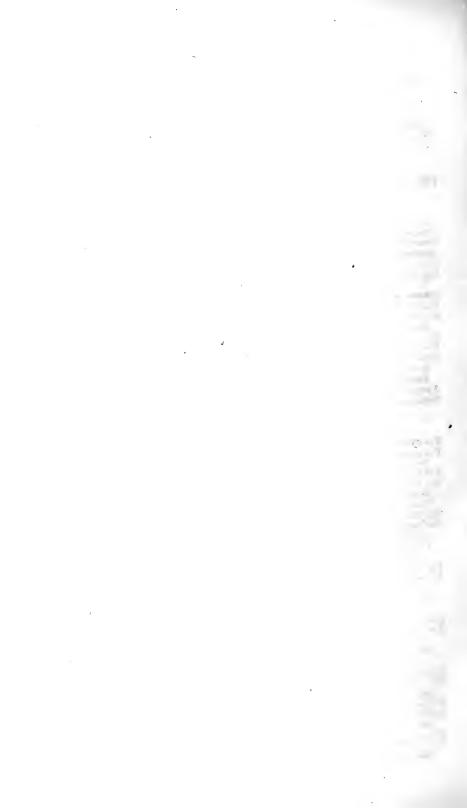
BERKSHIRE, SS.

December~26, 1860.

Then personally appeared C. W. Chapin, Robert Campbell, Josiah Stickney, William H. Swift, and Stephen Fairbanks, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

JAMES D. COLT, Justice of the Peace.



## REPORT

OF THE DIRECTORS OF THE

### PROVIDENCE, WARREN & BRISTOL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,	\$442,000.00	
Number of shares of capital stock issued,		
Increase of capital, since last Report,	150,000.00	
Capital paid in, per last Report,	287,917.40	
Capital paid in, since last Report,	150,000.00	
Total amount of capital stock paid in,	•	437,917.40
Funded debt, per last Report,	109,936.83	•
Funded debt, paid since last Report,	101,436.83	
Funded debt, increase of, since last Report,	None.	
Total present amount of funded debt,		8,500.00
Floating debt, per last Report,	36,138.81	-,
Floating debt, paid since last Report,	36,138.81	
Floating debt, increase of, since last Report, -	None.	
Total present amount of floating debt,	None.	
	TAOME.	8,500.00
Total present amount of funded and floating debt,		8,500.00
Average rate of interest per annum, paid during the year,		
Maximum amount of debts during the year, -		
COST OF ROAD AND EQUIPMENT,		
For graduation and masonry, per last Report,	\$144,591.89	
For graduation and masonry, paid during the past year,	None.	
Total amount expended for graduation and masonry,		144,591.89
For wooden bridges, per last Report,	8,616.10	111,001.00
For wooden bridges, paid during the past year,	None.	
Total amount expended for wooden bridges,	Tronc.	8,616.10
Total amount expended for iron bridges, (if any,) -	None.	0,010.10
For superstructure, including iron, per last Report,	138,243.44	
	100,240.44	
For superstructure, including iron, paid during the past	None.	
year,	None.	
Total amount expended for superstructure, including		100 040 44
iron,	07.070.00	138,243.44
For stations, buildings and fixtures, per last Report,	25,379.60	
For stations, buildings and fixtures, paid during the past		
year,	None.	
Total amount expended for stations, buildings and fix-		
tures,		25,379.60
For land, land-damages, and fences, per last Report,	81,816.91	
For land, land-damages, and fences paid during the past		
year, [reduced this account \$1,899.46,] -	508.00	
Total amount expended for land, land-damages and	ĺ	
fences,		80,575.45
For locomotives, per last Report,	None.	
For locomotives, paid during the past year, -	7.070.00	
Total amount expended for locomotives, -	,	7.070.00
For passenger and baggage cars, per last Report,	None.	,,
For passenger and baggage cars paid during the past year,	4,225.00	
Total amount expended for passenger and baggage cars,	4,220.00	4.225.00
	1,558.20	4.220.00
For merchandise cars, per last Report,		
	446.11	2,004.31

For engineering, per last Report,	14,846.97
For engineering, paid during the past year,	None.
Total amount expended for engineering,	14,846.97
For agencies and other expenses, per last Report, -	22,614.11
For agencies and other expenses, paid during the past	
year,	None.
Total amount expended for agencies and other expenses,	22,614.11
Total cost of road and equipment,	448,166.87
Amount of assets or property held by the Corporation in	,
addition to the cost of the road,	
C P	
CHARACTERISTICS OF ROAD,	13 6-10 miles.
Length of road,	
Length of single main track,	13 6-10 miles. None.
Length of double main track,	None.
Length of branches owned by the Company, stating	None.
whether they have a single or double track, -	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	2150 feet.
Weight of rail, per yard, in main road,	56 pounds.
Weight of rail, per yard, in branch roads, (specify the	None.
different weights per yard,) Maximum grade with its length in main road	
Maximum grade, with its length, in main road,  Maximum grade, with its length, in branch roads,	30 ft. per mile, 22,300 ft. None.
	186 feet.
Total rise and fall in main road, Total rise and fall in branch roads,	None.
	None.
Shortest radius of curvature, with length of curve, in main road,	1000 ft. 2568 feet.
Shortest radius of curvature, with length of curve, in	1000 It. 2000 Iees.
branch roads	None.
Total degrees of curvature, in main road,	4630
Total degrees of curvature, in branch roads, -	None.
Total length of straight line, in main road, -	9 1-10 miles.
Total length of straight line, in branches, -	None.
Aggregate length of wooden truss bridges, -	310 feet.
Aggregate length of all other wooden bridges,	162 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	None.
Number of public ways crossed at grade,	11
Number of railroads crossed at grade,	None.
Remarks,	- 1
Way stations for express trains,	None.
Way stations for accommodation trains,	4
Flag stations,	3
Whole number of way stations,	7
Whole number of flag stations,	3
0 ,	
Downer bypays myn Vnan	
Doings during the Year.	25,859 miles.
Miles run by passenger [and freight] trains, -	None.
Miles run by freight trains, Miles run by other trains,	Tione.
Total miles run,	25,859
Number of passengers carried in the cars,	100,33
Number of passengers carried one mile,	1,091,062
Number of tons of merchandise carried in the cars,	4,212
Number of tons of merchandise carried one mile,	55,771
Number of passengers carried one mile, to and from other	00,112
roads,	60,885
Number of tons carried one mile, to and from other	33,333
roads,	8,046
Rate of speed adopted for express passenger trains, in-	0,010
eluding stops,	None.
Average rate of speed actually attained by express pas-	-:
senger trains, including stops and detentions,	None.
Rate of speed adopted for accommodation trains,	24 miles per hour.
Rate of speed actually attained by accommodation trains,	<u>r</u>
including stops and detentions,	20 miles per hour.
, , , , , , , , , , , , , , , , , , ,	+

Average rate of speed actually attained by	special tra	ains,	7.	
including stops and detentions, - Average rate of speed adopted for freight t	rains. inc	lud-	None.	
ing stops,	-	-	Mixed trains.	
Estimated weight in tons of passenger cars ing passengers) hauled one mile, -	-	-	544,620	
Estimated weight in tons of merchandise	cars (no	t in-	300,480	
cluding freight) hauled one mile, -	-	-	500,200	
E-market was Warning my	Doir			
EXPENDITURES FOR WORKING THE For repairs of road, maintenance of way	, exclusi	ve of		
wooden bridges, and renewals of iron,		-	\$5,408.30 53,76	
For repairs of wooden bridges,  For wages of switchmen, average per mont	.h, \$	٦.١	00,10	
For wages of gate-keepers, average per mor	ith, \$	Total	1,198.00	
For wages of signal-men, average per mont For wages of watchmen, average per month		H		
Number of men employed, exclusive of the	ose engag	ed in	90	
For removing ice and snow, (this item	to includ	e all	20	
labor, tools, repairs, and extra steam-p	ower use	d,)		1.
For repairs of fences, gates, houses for sign keepers, switchmen, tool-houses,	nal-men,	gate-		
Total for maintenance of way,	-	-		6,660.06
Motive Power and Cars.				
For repairs of locomotives,	-	-	\$174.25 None.	
For new locomotives, to cover depreciation For repairs of passenger cars,	, <u>-</u>	-	407.09	
For new passenger cars, to cover depreciati	ion,	-	None.	
For repairs of merchandise cars, For new merchandise cars, to cover deprec	iation,	-	164.37 None.	
For repairs of gravel and other cars, -	- 1	-	Included in re	epairs of
Total for maintenance of motive power a	and cars.		5 road. 745.71	
Number of engines,	-	-	1	
Number of passenger cars, Number of baggage cars,	-	-	3 1	
Number of merchandise cars, -	-	-	3	
Number of gravel cars,	-	-	2	
3/1				
MISCELLANEOUS.  For fuel used by engines during the year,	viz.:			
Wood, number of cords, 47½. Cost	of the s	a me,	\$249.41	
Coal, number of tons, (reckoning 2,24 ton.) 317. Cost of same,	. ibs. t	o the	1,665.85	
For oil used by cars and engines, -	-	· }	Included in passe	
For waste and other material for cleaning, For salaries, wages and incidental expenses		ble to	freight departn	ient.
passenger department,	-	-	6,724.77	
For salaries, wages and incidental expenses freight department,	s, chargea	ble to	926.81	
For gratuities and damages, -	-	-	160,70	
For taxes and insurance,	•	-	574.48	
		-		
For ferries,	ucts, fix	tures,	1	
For repairs of station buildings, acqued furniture,	-	tures, -	206.43	
For repairs of station buildings, acqued furniture,  For renewals of iron, including laying dov	- wn,	-	206.43 None.	
For repairs of station buildings, acqued furniture,  For renewals of iron, including laying down for new iron laid down, deducting the valuation taken up,	wn, lue of old	iron	None.	
For repairs of station buildings, acqued furniture,  For renewals of iron, including laying down for new iron laid down, deducting the value taken up,  For amount paid other companies, in tolls	wn, lue of old - for passe	- d iron - engers	None.	
For repairs of station buildings, acqued furniture,  For renewals of iron, including laying down for new iron laid down, deducting the valuation taken up,	wn, lue of old for passe pecifying	d iron engers each	None.	

For salaries of Pres	sident.	Treast	irer. S	Superint	endent.		
law expenses, of							
and all other ex							
foregoing items,	-		_	-	-	1,492.02	
Total miscellaneous	,	_	_	_	_	1,102.02	12,000.47
Total expenditures for		inia tha	road	_	_ [		19,406.24
Total amount of inter				***** [	halanaa		10,400.24
of interest accoun		iu uuiii	ig the	year, [	Datance		70.88
or interest accou.	ш, ј	-	-	-	-		10.00
INCOME	ומות	NG THE	VEAR				
For Passengers:	DOM			•			
1. On main road, incl	nding	hranche	s owne	ed by co	mpany.	\$20,301.57	
2. To and from other						Ψ,	
and N. B., and I					_	1,434.54	
For Freight:	J. ana	1 . 10011	Toucis,	]	_	2,202.02	
1. On main road and	brancl	nes own	ed by	compan	v	3,447.98	
2. To and from other						-,	
Providence Railr			_	, [25000	_	2,929.27	
U. S. Mails, -	-	_	_	_	_	855.00	
[Express,] -	_	_	_	_		566,68	
Total income,	_	_	_	_	_	300,00	29,535.04
Net earnings, after de	ductin	o expen	202	_	_	10,057.92	20,000.02
2100 002112155, 02102 00		S carper	,			,	
	Divi	DENDS.					
Per cent. Total,		-	-	-	-		
Surplus not divided,	_	_	-	-	-		
Surplus last year,	_	-	-	-	-		
Total surplus,	_	_	-	-	-		
• ,							
Estimated Deprecia	TION E	EYOND	THE R	ENEWAL	s, Viz.:		
Of road and bridges,	-	-	-	-	-		
Buildings, -	-	-	-	-	-		
Engines and cars,	-	-	-	-	-		
3.7		- D-					
		E DEB		I	. J f		
Amount of debts, sec							
chise, or any pro	perty	or the	Corpo	ration,	per tast	#100 02¢ 02	
Report, -	- 	- D	_	-	-	\$109,936.83	
Mortgage debt, paid s				-	-	101,436.83	
Increase of mortgage	dept,	since la	st Rep	ort,	-	None.	
Present amount of m				1-1	-	8,500.00	
Number of mortgage			nd ira	nenise,	or any	0	
property of the	corpor	ation,	-	-	- (	One.	
Ž							

AMOS D. SMITH, SAM'L W. CHURCH, MARSHALL WOODS, THOMAS G. TURNER, LEON CHAPPOTIN,

Directors of the Railroad Corporation.

Providence, ss. December 22, 1860.

Then personally appeared Amos D. Smith, Samuel W. Church, Marshall Woods, Thomas G. Turner and Leon Chappotin, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN A. GARDNER,

Justice of the Peace.

Report of the Commissioners of the Providence, Warren and Bristol
Railroad Company, to the Legislatures of Massachusetts and
Rhode Island.

At a meeting of the Commissioners of the Providence, Warren and Bristol Railroad Company, at the Company's office in Providence, on the 26th day of December, 1860, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in Massachusetts, and also what part is chargeable to that portion of the road lying in Rhode Island; and having examined the accounts of said Company, we find that the total expenditures for construction and equipment, to the 30th of November, 1860, inclusive, are

\$448,166.87

The amount of	cost o	f const	truction	we a	apportion	as	follows:	
To Massachusetts,	-	-	-	-	-	-	-	115,190.38
To Rhode Island,	-	-	-	-	-	-	-	332,976.49

#### RECEIPTS.

The whole amount of receipts from December 1st, 1859, to November 30th, 1860, inclusive, was as follows, viz:

For transportation of p	assenge	ers,	-	-	-	\$21,736,11
For transportation of fi	reight,	-	-	-	-	6,377.25
For mails and express,	-	-	-	-	-	1,421.68
						\$29,535.04
Expenses, -	-	-	-	-	-	- \$19,477.12

Which we apportion as follows:

To Massachusetts, - - - - - - - \$5,026,00
To Rhode Island, - - - - - - - 14,451,12

Said Commissioners find on examining the books of said Company, that said Company have kept separate accounts of expenditures in Massachusetts and Rhode Island, respectively, agreeable to the laws of said States.

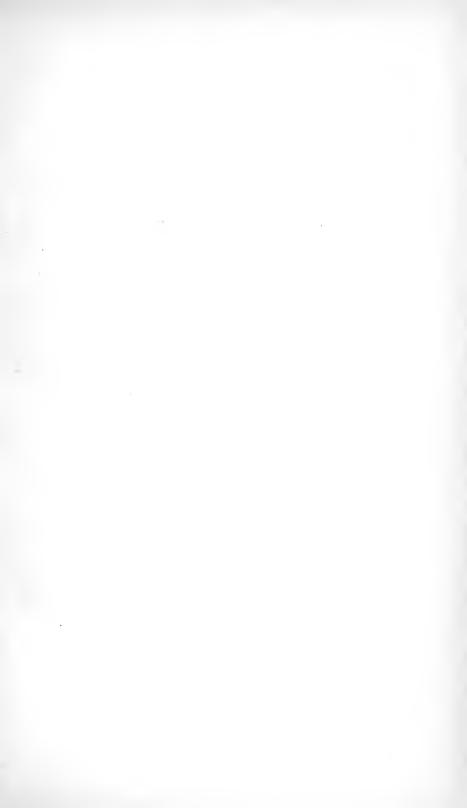
#### JOHN C. PRATT,

Commissioner for Massachusetts.

#### JOHN A. GARDNER,

Commissioner for Rhode Island.







## REPORT

OF THE DIRECTORS OF THE

## Providence & Worcester Railroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Comital Starle	\$1,600,000.00
Capital Stock,	ф1,000,000.00
	50,000.00
Increase of capital since last Report,	1,510,200.00
Capital paid in, per last Report,	50,000.00
Capital paid in since last Report,	1,560,200.00
Total amount of capital stock paid in,	300,000.00
Funded debt, per last Report,	100,000.00
Funded debt, paid since last Report,	100,000.00
Funded debt, increase of, since last Report,	200 000 00
Total present amount of funded debt,	200,000.00
Floating debt, per last Report,	
Floating debt, paid since last Report,	
Floating debt, increase of, since last Report,	None
Total present amount of floating debt,	None,
Total present amount of funded and floating debt,	C man sant
Average rate of interest per annum, paid during the year,	6 per cent.
Maximum amount of debts during the year,	
COST OF ROAD AND EQUIPMENT.	# TOO OFF OR
[Construction per last Report,]	\$1,506,977.93
[Paid during the past year for land,]	732.48
CD 1 . 1 1	1,507,710.41
[Deduct balance to credit "income," year 1860,] .	65,239.82
	1,442,470.59
For wooden bridges, paid during the past year,	
Total amount expended for wooden bridges,	
Total amount expended for iron bridges, (if any),	
For superstructure, including iron, per last Report, .	
For superstructure, including iron, paid during the past	
year,	
Total amount expended for superstructure, including	
iron,	
For stations, buildings and fixtures, per last Report,	
For stations, buildings and fixtures, paid during the past	
year,	
Total amount expended for stations, buildings and	
fixtures,	
For land, land-damages and fences, per last Report, .	
For land, land-damages and fences, paid during the past	
year,	
Total amount expended for land, land-damages and	
fences,	
For locomotives, per last Report,	105,642.46
For locomotives, paid during the past year,	None.
Total amount expended for locomotives,	105,642.46
For passenger and [merchandise] cars, per last Report,	148,923.08
For passenger and [merchandise] cars, paid during the	
past year,	None.
Total amount expended for passenger and [merchandise]	
cars,	148,923.08

For merchandise cars, per last Report,	
For merchandise cars, paid during the past year,	,
Total amount expended for merchandise cars, For engineering, per last Report,	
For engineering, paid during the past year,	
Total amount expended for engineering,	
For agencies and other expenses, per last Report, . For agencies and other expenses paid during the past	•
year,	
Total amount expended for agencies and other expenses.	
Total [present amount of construction and equipment,] Amount of assets or property held by the corporation	1,697,036.13
in addition to the cost of the road,	
G	
CHARACTERISTICS OF ROAD.  Length of road,	43 41-100 miles.
Length of single main track,	37 miles.
Length of double main track,	6 41-100 miles.
Length of branches owned by the Company, stating	One.
whether they have a single or double track, Aggregate length of sidings, and other tracks, excepting	One:
main tracks and branches,	8 1-2 miles.
Weight of rail per yard, in main road,	56 to 63 pounds.
Weight of rail per yard, in branch roads, (specify the different weights per yard,)	
Maximum grade, with its length, in main road,	27 ft. permile for 4300 ft.
Maximum grade, with its length, in branch roads,	This south the state of
Total rise and fall in main road,  Total rise and fall in branch roads,	Rise, 526 feet; fall 56 ft.
Shortest radius of curvature, with length of curve, in	
main road,	716 feet for 875 feet.
Shortest radius of curvature, with length of curve, in	
branch roads,  Total degrees of curvature, in main road,	2546° 30′
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	28 3-4 miles.
Total length of straight line, in branches, Aggregate length of wooden truss bridges,	3855 feet.
Aggregate length of all other wooden bridges,	1300 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,  Number of public ways crossed at grade,	None.
Number of railroads crossed at grade,	î
Remarks,	The second
Way stations for express trains, Way stations for accommodation trains,	None run. 18
Flag stations,	3
Whole number of way stations,	18
Whole number of flag stations,	3
Doings during the Year.	
Miles run by passenger trains,	127,999
Miles run by freight trains,	93,593 None.
Total miles run,	221,592
Number of passengers carried in the cars,	723,182
Number of passengers carried one mile,	6,241.890
Number of tons of merchandise carried in the cars, .  Number of tons of merchandise carried one mile, .	173,309 5,515.405
Number of passengers carried one mile, to and from other	
roads,	240,800
Number of tons carried one mile, to and from other roads.	1,411,445
Rate of speed adopted for express passenger trains, in-	~, ~ <b>^ ^ ,</b> ~ ~ ~
cluding stops,	
Average rate of speed actually attained by express passenger trains, including stops and detentions.	
Rate of speed adopted for accommodation trains,	20 miles per hour.
*	-

Rate of speed actually attained		commo	dation t	rains,		
including stops and deter Average rate of speed actually	itions, y attain	ed by s	pecial t	rains,	25 miles per	hour.
including stops and deter Average rate of speed adopte	ntions,					
ing stops,		•	•		10 miles per	hour.
Estimated weight in tons of ing passengers) hauled on			(not in	iciua-	3,050,300	
Estimated weight in tons of cluding freight) hauled or			cars (no	ot in-	9,000,000	
viduing stongary municular.		, .	•	•	0,000,000	•
EXPENDITURES FOR W	ORKING	G THE	ROAD.			
For repairs of road, mainten			exclusi	ve of		
wooden bridges, and rene For repairs of wooden bridges		i iron,	•	•		
For wages of switchmen, aver		month		·	) The duties	of these men
For wages of gate-keepers, av	erage p	er mont	th,			d up with
For wages of signal-men, ave	rage pe	r month	۱, ۰			ties as sta-
For wages of watchmen, aver					tion labor	ers.
Number of men employed, ex	clusive	of thos	se engag	ged in		
construction,	(4]:-	4.		11		
For removing ice and snow,						
labor, tools, repairs, and For repairs of fences, gates, h						
keepers, switchmen, tool-				gate-		
Total for maintenance of wa			:	•		54,895.37
	,	-	•			
MOTIVE POWER	AND (	CARS.				
For repairs of locomotives,		. •.			\$15,193.22	
For new locomotives, to cover		iation,	•	•		
For repairs of passenger cars,		•	•	•	6,069.94	
For new passenger cars, to co		reciatio	n,	•	- 8 660 70	
For repairs of merchandise car For new merchandise cars,	rs,	•	•	•	8,660.70 12,498.57	
For repairs of gravel and other	r cars	•	•	•	12,100,01	
Total for maintenance of me	otive po	wer an	d cars.	:		42,422,43
Number of engines, .				•	12	
Number of passenger cars,					14	
Number of baggage cars,	•	•	•	•	4	
Number of merchandise cars,	•	•	•	•	280	
Number of gravel cars,	•	•	•	•	145	
Miscella	NEOUS.					
For fuel used by engines during	ig the y	rear, viz	z.:			
Wood, number of cords,	350. (	Cost of	the sar	ne, )		
\$1,340.45,	٠.	• • • • • • • • • • • • • • • • • • • •		٠, ١	\$17,340.45	
Coal, number of tons, (recl	coning	2,240	ibs. to	tne [	"	
ton,) 3200. Cost of same For oil used by cars and engin		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•	J	2,718.62	
For waste and other material f		ino		•	418.90	
For salaries, wages and incide	ental e	xpenses	. charg	eable	110,00	
to passenger department,	•	•		•	21,961,36	
For salaries, wages and incider	ıtal exp	enses, c	hargeal	ole to		
freight department,					29,977.32	
For gratuities and damages,	•	•			2,623.68	
For taxes and insurance,	•	•	• .	•	3,811.85	
For ferries, For repairs of station building		duota f	·	£.,		
niture.	s, aque	aucts, 1	ixtures,	iur-	4,227.41	
For renewals of iron, includin	g lawin	e down	•		T,##1 +T1	
For new iron laid down, dedu	cting th	ie value	of old	iron		
taken up, For amount paid other compar	·	tolla f		•		
For amount paid other compar and freight carried on th	eir roa	tous 10 ds, spe	r passer cifying	each		
company,						
roads specification	nes, as	rent for	use of	their		
company, For amount paid other compar roads, specifying each con	ies, as r pany,	rent for	use of	their		

esident.	Treasu	rer. Su	perinte	dent.		
					15.417.77	
	•	•			,	98,497.36
	ing the	road.				195,815.16
			ear.		6.533.90	,
zoot pa	.c. duili	5 )	·····,	·	-,,-	
E DURI	G THE	YEAR.				
luding l	ranches	owned	l by com	pany,	\$150,419.22	
				• • • • • • • • • • • • • • • • • • • •		
,		J	•			
l branch	es owne	d by c	ompany	, .	229,689.88	
r connec	ting roa	ıds,	· ·			
	•	•	•		5,109.25	
				.	3,324,95	
	•		•		5,045.58	
	•			.		393,588.88
educting	g expens	ses,	6	•		197,773.75
T)						
DIVII	DENDS.					
•	•	•	•	•	None	
	•	•	•	• ,		
	•	•	•	•		
•	•	•	•	•	TAQUE?	
ATION B	EYOND T	HE REI	NEWALS.	Vız.:		
		•	•			
				٠		
CORTGAC	E DEBI	rs.				
					/ / /	
roperty	of the	$\operatorname{Corpor}$	ation, p	er last		
	•	•	•		\$300,000.00	
			•		100,000.00	
		Report	t, .	•		
ortgage				•	200,000.00	
ges on Corpor		d fran	chise, c	r any	One.	
	penses:  is,  or work erest pai  E DURIN luding l r roads, d branch r connec   educting  DIVII  ATION B  cured by roperty  since lae debt si	office expenses of penses not included by mortgare roperty of the since last Report last repeat by the result of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of the role of t	office expenses of the penses not included in the penses not included in the penses not included in the penses not included in the penses not included in the penses paid during the year. In the penses owned in the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of the penses of th	office expenses of the above of penses not included in any of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the stat	IS, or working the road, erest paid during the year,  It during branches owned by company, roads, specifying what, It branches owned by company, roonnecting roads,  It during expenses,  DIVIDENDS.  ATION BEYOND THE RENEWALS, VIZ.:  EVERTICACE DEBTS.  Every day the Corporation, per last since last Report,  Every debt since last Report,	office expenses of the above offices, penses not included in any of the is,

#### RECORD OF ACCIDENTS

On the Providence and Worcester Railroad, for the year ending November 30, 1860.

December 24, 1859. Timothy Leary, in attempting to get off the train at Worcester Junction, while the cars were moving, fell under the wheels and was fatally injured.

February 25, 1860.—John Traver, in attempting to get upon the train at Millville, while the cars were in motion, fell under the wheels and had one of his legs crushed.

November 30.—William Sullivan being clandestinely upon the train, to avoid paying his fare jumped from the rear end of the train, and was instantly killed. The accident occurred between Millville and Blackstone stations.

Respectfully submitted by

EARL P. MASON,
H. N. SLATER,
HARVEY CHACE,
H. GOULDING,
JAMES Y. SMITH,
DUTY GREENE,
ISAAC H. SOUTHWICK,
THOMAS P. SHEPARD,
EDWARD PEARCE,
PAUL WHITIN,

Directors of the Providence & Worcester Railroad Company.

Providence, R. I., December 21st, 1860.

STATE OF RHODE ISLAND, County of Providence, ss.

December 21, 1860.

Then personally appeared Earl P. Mason, H. N. Slater, Harvey Chace, H. Goulding, James Y. Smith, Duty Greene, Isaac H. Southwick, Thomas P. Shepard, Edward Pearce, and Paul Whitin, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

NATHANIEL SEARLE, Public Notary.

Providence, December 22d, 1860.

The undersigned, Commissioners of the Providence and Worcester Railroad Company, having examined this Report, believe it to be correct, and herewith approve the same.

WILLIAM S. DENNY,

Commissioner for Massachusetts.

JOHN R. BARTLETT,

Commissioner for Rhode Island.

Report of the Commissioners of the Providence and Worcester Railroad Company to the Legislatures of Massachusetts and Rhode Island.

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at the Company's office in Providence, on the 22d day of December, 1860, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in the State of Rhode Island, and also what part is chargeable to that portion of the road lying in Massachusetts; and having examined the accounts of said Company, we find

Expended during the	year for	the pu	ırchase	of land	, .			\$1,761,543.47 732.48
								\$1,762,275.95
From which should b	e deduc	ted net	earnin	gs from	Nover	n•		
ber 30, 1859, to I	<b>Vovembe</b>	er 30, 1	860, .			\$197,7	73.72	
Less interest on funde	ed debt,	•		\$6,5	<b>33.</b> 90			
Dividends Nos. 16 an	d 17,			126,0	00.00	400 5		
						132,5	33.90	
								65,239.82
Net cost of road and	equipm	ents to	Nov. 3	0, 1860,		•		\$1,697,036.13
Apportioned as	follows	, viz.:						
To Massachusetts,				•				\$848,518.06
								\$848,518.07

The whole amount of receipts from the 30th November, 1859, to 30th November, 1860, is as follows, viz.:

Transport	ation	of	passenge	ers,			\$150,419.22
"		"	freight,				229,689,88
44		"	mails,			•	5,109.25
Rents,							3,324.95
Express,			•		•	•	5,045.58
							\$393,588.88

#### EXPENSES

For maintaining and operating the road during the twelve months ending November 30, 1860.

Fuel,		•		\$17,340.43	5
Oil,				2,718,69	2
Maintenance of way,				<b>54,</b> 895.3°	7
Repairs of Cars, .				27.229.2	l
Repairs of Locomotives,				15,193.29	2
Passenger expenses,				21,961.30	3
Freight expenses, .				29,977.39	2
Miscellaneous expenses,				26,499.6	1
•					-\$195,815.16
Net earnings.					\$197,773.72

Net earnings,

Which sum is apportioned as follows, viz.:

To Massachusetts,		•		\$98.886.86
To Rhode Island,				\$98,886.86

Said Commissioners also find on examining the books of said Company that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept, agreeable to the acts of said States creating the present Providence and Worcester Rail Road Company.

#### WM. S. DENNY,

Commissioner for Massachusetts.

## JOHN R. BARTLETT,

Commissioner for Rhode Island.

#### FIRST

# ANNUAL REPORT

OF THE

Kockport Kailroad Corporation,

FOR THE YEAR ENDING

NOVEMBER 30, 1860.

SALEM:

WILLIAM IVES AND GEORGE W. PEASE, PRINTERS
OBSERVER OFFICE.
1860.



# REPORT

#### OF THE DIRECTORS OF THE

#### ROCKPORT RAILROAD CORPORATION,

For the Year Ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

Capital Stock. Authorized to create \$100,000. Created,

Number of shares of capital stock issued, . Increase of capital, since last Report, .

[General Statutes, Chap. 63, Sections 132 to 135.

\$60,000 00

Capital paid in, per last Report, Capital paid in, since last Report, Total amount of capital stock paid in, Funded debt, per last Report, Funded debt, paid since last Report, Funded debt, increase of, since last Report, Total present amount of funded debt, Floating debt, per last Report, Floating debt, paid since last Report, Floating debt, increase of, since last Report, Total present amount of floating debt. Total present amount of floating debt. Total present amount of funded and floating debt, Average rate of interest per annum, paid during the year, Maximum amount of debts during the year,	\$12,280 00
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last Report, For graduation and masonry, paid during the past year, Total amount expended for graduation and masonry, For wooden bridges, per last Report, For wooden bridges, paid during the past year, Total amount expended for wooden bridges, Total amount expended for iron bridges (if any,) For superstructure, including iron, per last Report, For superstructure including iron, paid during past year, Total amount expended for superstructure, including iron, For stations, buildings and fixtures, per last Report, For stations, buildings and fixtures, paid during past year, Total amount expended for stations, buildings and fixtures, For land, land-damages and fences, per last Report,	2,947 14
For land, land-damages and fences, paid during past year, Total amount expended for land, land-damages and fences,	4,311 00

For locomotives, per last Report, For locomotives, paid during the past year, Total amount expended for locomotives, For passenger and baggage cars, per last Report, For passenger and baggage cars, paid during the past year, Total amount expended for passenger and baggage cars, For merchandise cars, per last Report, For merchandise cars, paid during the past year, Total amount expended for merchandise cars, For engineering, per last Report, For engineering, paid during the past year, Total amount expended for engineering, For agencies and other expenses, per last Report, For agencies and other expenses, paid during the past year Total amount expended for agencies and other expenses, Total cost of road and equipment, Amount of assets or property held by the corporation in addition to the cost of the road,	
g	
CHARACTERISTICS OF ROAD.	
Length of road, Length of single main track, Length of double main track, Length of branches owned by the Company, stating whether they have a single or double track, Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights per yard,) Maximum, grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch roads, Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in main road, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Magregate length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade,	REMARK.
Remarks,	
Way stations for accommodation trains,	
Whole number of way stations,	

# REMARK.

The Road having been so recently put under contract, no further return can be made. The Capital Stock was fixed August 27, 1860, and this report is made for three months and three days.

856 36

49 35

#### Doings during the Year.

Miles run by passenger trains,					
Miles run by freight trains,					
Miles run by other trains,					
Total miles run,					
Number of passengers carried in	the	cars,			
Number of passengers carried or	ae mi	le,			
Number of tons of merchandise	carrie	ed in t	the ca	rs,	
Number of tons of merchandise	carri	ed one	e mile	,	
Number of passengers carried or	ie mi	le, to	and f	rom	other
roads,					
Number of tons carried one mile	, to ε	ınd fr	om of	ther	roads
Rate of speed adopted for expres	s pas	senge	r trai:	ns, i	n-
cluding stops,	_				
Average rate of speed actuall	y atı	tained	l b <del>y</del> e	expre	88
passenger trains, including st	ops a	nd de	tentic	ns.	
Rate of speed adopted for accom	$\mathbf{mod}$	ation	trains	3,	
Rate of speed actually attained				dati	on
trains, including stops and d					
Average rate of speed actuall				speci	al.
trains, including stops and	$\det$ eten	tions,			
Average rate of speed adopted	for f	reigh	t trai:	ns, i	n-
cluding stops,			•	•	•
Estimated weight in tons of pa	esseng	ger ca	rs (n	ot i	n-
cluding passengers) hauled or	ıe mi	le,	•		•
Estimated weight in tons of me		idise o	ears (	not i	n-
cluding freight) hauled one r	nile,				

#### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive o	f
wooden bridges, and renewals of iron, .	
For repairs of wooden bridges,	
For wages of switchmen, av. per month, \$	٦.
For wages of gate-keepers, av. per month, \$	-   Tai
For wages of signal-men, av. per month, \$	Total
For wages of watchmen, av. per month, \$	) =
Number of men employed, exclusive of those engage	ed in
construction,	•
For removing ice and snow, (this item to include all le	abor,
tools, repairs, and extra steam-power used,) .	
For repairs of fences, gates, houses for signal-men,	gate-
keepers, switchmen, tool-houses,	•
Total for maintenance of way,	

#### MOTIVE POWER AND CARS.

Number of engines,	1
Number of passenger cars	1
Number of baggage cars,	- 1
Number of merchandise cars,	ļ
Number of gravel cars,	
Miscellaneous.	
For fuel used by engines during the year, viz.:	
1. Wood, number of cords, Cost of the same,	
2. Coal, number of tons, (reckoning 2,240 lbs to the	ion.)
Cost of the same.	
For oil used by cars and engines, gallons,	- 1
For waste and other material for cleaning, .	a to
For salaries, wages and incidental expenses, chargeable passenger department,	.6 10
For salaries, wages and incidental expenses, chargeab	Je to
freight department,	10 00
For gratuities and damages,	
For taxes,	- 1
For ferries,	- 1
For repairs of station buildings, acqueducts, fixtures,	fur-
niture and other station expenses	- 1
For renewals of iron, including laying down,	
For new iron laid down, deducting the value of old	iron
taken up	
For amount paid other companies, in tolls for passer	ogers
and freight, carried on their roads, specifying	each-
company,	
For amount paid other companies, as rent for use of	their
roads, specifying each company,	
For office expenses,	
Total Miscellaneous,	
Total Miscollandous,	
Total expenditures for working the road,	
Total amount of interest paid during the year, .	
apendy .	
INCOME DURING THE YEAR.	
<b>T</b> 5	
For Passengers:—	_
1. On main road, including branches	- }
owned by company	>
2. To and from other roads, specifying what.	j
T. T.:	
For Freight:—	
1. On main road and branches owned	
by company,	
2. To and from other connecting roads,	<u> </u>
U. S. Mails,	
Rents and Miscellaneous	
Total income,	
Nett earnings, after deducting expenses,	

#### ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

#### MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,
Mortgage debt paid since last report,
Increase of mortgage debt since last report,
Present amount of mortgage debts,
Number of mortgages on road and franchise, or any proprty of the corporation,

HENRY DENNIS, ADDISON GOTT, DAVID BABSON, WINTHROP THURSTON, EZRA EAMES,

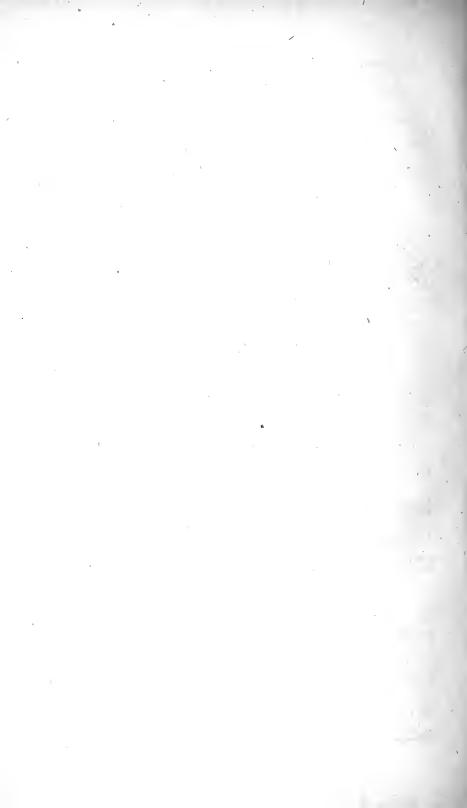
Directors of the Rockport Railroad Corporation.

ESSEX, SS. December 19, 1860. Then personally appeared Henry Dennis, Addison Gott, David Babson, Winthrop Thurston and Ezra Eames, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me.

GEO. D. HALE,

Justice of the Peace.



# TWELFTH ANNUAL REPORT

OF THE DIRECTORS OF THE

# Salem & Lowell Knilroad Company,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,		\$400,000 00
Number of shares of capital stock issued, Increase of capital, since last report,	2,433	
Capital paid in, per last report,	None. 243,305 00	
Capital haid in, since last report	None.	
Total amount of capital stock paid in,	1,020,	243,305 00
Funded debt, per last report,	226,900 00	210,000 00
Funded debt, paid since last report,	None.	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,	226,900 00	
Floating debt, paid since last report,	316 21	
Floating debt, increase of, since last report,	None. 24 70	
Total present amount of floating debt, being unpaid dividends		
Total present amount of funded and floating debt.	940 97	227,240 91
Average rate of interest per annum, paid during the year.	6 per cent.	241,270 31
Maximum amount of debts during the year,	227,240 91	
Surplus-Contra,	221,220 02	2,979 34
COST OF ROAD AND EQUIPMENT.		473,525 25
For graduation and masonry, per last report,	94,831 77	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		94,831 77
For wooden bridges, per last report,	3,139 15	
For wooden bridges' paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		3,139 15
Total amount expended for iron bridges (if any), For superstructure, including iron, per last report,	Nothing.	
For superstructure, including iron, paid during the past year,	123,801 18	
Total amount expended for superstructure, including iron.	Nothing.	100 001 10
For stations, buildings and fixtures, per last report,	8,399 13	123,801 18
For stations, buildings and fixtures paid during the past year,	Nothing,	
Total amount expended for stations, buildings and fixtures.	1100011115	8,399 13
For land, land-damages and fences, per last report.	48,007 25	0,000 10
For land, land-damages and fences, paid during the past year,	Nothing.	
Total amount expended for land, land damages and fences,		48,007 25
For locomotives, per last report,	21,948 55	•
For locomotives, paid during the past year,	Nothing.	
Total amount expended for locomotives,		21,948 55
For passenger and baggage cars, per last report, For passenger and baggage cars, paid during the past year,	7,420 62	
Total amount expended for passenger and baggage cars,	Nothing.	7 400 00
For merchandise cars, per last report.	53,174 22	<b>7,420</b> 62
For merchandise cars, paid during the past year,	Nothing.	
Total amount expended for merchandise cars,	Nouning.	53,174 22
For engineering, per last report,	6.927 57	00,11444
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		6,927 57
For agencies and other expenses, per last report, For agencies and other expenses, paid during the past year,	6,141 35	-,
	Nothing.	

Total amount expended for agencies and other expenses, Discount on bonds, and miscellaneous,

Total cost of road and equipment,

Amount of assets or property held by the corporation in addition to the cost of the road,

From Profit and Loss account, amount transferred to road and equipment.

Of the \$9,397 03 assets \$5,020 09 is considered unavailable,

#### CHARACTERISTICS OF ROAD.

Length of road.

Length of single main track,

Length of double main track,

Length of branches owned by the Company, stating whether they have a single or double track,

Aggregate length of sidings, and other tracks, excepting main tracks and branches,

Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights per yard.)
Maximum grade, with its length, in main road,
Maximum grade, with its length, in branch roads,
Total rise and fall in main road,

Total rise and fall in branch roads,

Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch

roads, Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in main road, Total length of straight line, in branches,

Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of in bridges,

Whole length of road unfenced on both sides, Number of public ways crossed at grade,

Number of railroads crossed at grade,

#### Remarks.

Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,

#### DOINGS DURING THE YEAR.

Miles run by passenger trains, Miles run by freight trains, Miles run by other trains,

Total miles run.

Number of passengers carried in the cars,

Number of passengers carried one mile, Number of tous of merchandise carried in the cars,

Number of tons of merchandise carried one mile,

Number of passengers carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including

Average rate of speed actually attained by express passenger

trains, including stops and detentions, Rate of speed adopted for accommodation trains,

Rate of speed actually attained by accommodation trains, includ-

nace of speed actually accommodation trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions,

Average rate of speed adopted for freight trains, including stops, Estimated weight in tons of passenger cars (not including passengers) hauled one mile,

Estimated weight in tons of merchandiso cars (not including freight) hauled one mile,

6 141 35 75,739 43

\$449,530 22

9,397 03

14,598 00

23,995 03 \$473,525 25

16.882 miles: 16.882 miles. None.

None.

1.734 miles. 58 lbs.

None. 28.58 per mile 3380 feet.

None. 223,34

None. 1,200 feet for 1,425 feet.

None. 395 None. 13.368 miles. None. None. 121 feet. None. All fenced or otherwise protected. 19

None.

6 4 6

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Operated by the Boston & Lowell Railroad Corporation, under contract. A copy is annexed to the report of 1858.

#### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, For repairs of wooden bridges, For wages of switchmen, average per month, For wages of gate-keepers, average per month, \$ For wages of signal men, average per month,

For wages of watchmen, average per month, Number of men employed, exclusive of those engaged in construction

For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)

For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,

Total for maintenance of way,

#### MOTIVE POWER AND CARS.

For repairs of locomotives, For new locomotives, to cover depreciation, For repairs of passenger cars, For new passenger cars, to cover depreciation, For repairs of merchandise cars, For new merchandise cars, to cover depreciation, For repairs of gravel and other cars,

Total for maintenance of motive power and cars,

Number of engines, Numb r of passenger cars, Number of baggage cars, Number of merchandise cars, Number of gravel cars,

#### MISCELLANEOUS.

For fuel used by engines during the year, viz.:-Wood, unmber of cords. Cost of the same,

Coal, number of tons, (reckoning 2,240 lbs, to the ton.) Cost of same,

For oil used by cars and engines,

For waste and other material for cleaning,

For salaries, wages, and incidental expenses, chargeable to passenger department,

For salaries, wages, and incidental expenses, chargeable to freight department,

For gratuities and damages,

For taxes and insurance,

For ferries,

For repairs of station buildings, acqueducts, fixtures, furniture, For renewals of iron, including laving down;

For new iron laid down, deducing the value of old iron taken up, For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,

For amount paid other companies, as rent for use of their roads,

specifying each company,

For salaries of president, treasurer, superintendent, law oxpenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,

Total Miscellaneous,

Total expenditures for working the road,

Total amount of interest paid during the year, (on funded debt,)

Total expense and interest.

#### INCOME DURING THE YEAR.

For Passengers:-

On main road, including branches owned by company, To and from other roads, specifying what,

For Freight:-

On main road and branches owned by company,

To and from other connecting roads, U. S. Mails.

Rents.

Sundries, Total income,

Net earnings after deducting expenses,

Paid by Boston & Lowell Railroad Corporation.

Run by Boston & Lowell Railroad Corporation.

Operated by Boston and Lowell Railroad Corporation.

263 64

263 64

13,473 90

13,737 54

Operated by Boston and Lowell Railroad Corporation under contract, who pay 17,500 00 per annum.

17,500 00

8 71

17,508 71 \$,771 17

#### DIVIDENDS.

1 Per cent. Total,

Surplus not divided, Surplus last year,

Total surplus,

ESTIMATED DEPRECIATION BEYOND THE RENEW-ALS, viz. :

Of road and bridges Buildings, Engines and cars,

2,433 00

1,338 17 1,641 17

2,979 34

Road run and kept in repair by the Boston and Lowell Railroad Corporation.

#### MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, Mortgage debt pa'd since last report, Increase of mortgage debt since last report, Present amount of mortgage debts, Number of mortgages on road and franchise, or any property of the corporation.

> CHARLES F. FIINT, SIDNEY SPALDING, J. W. PEELE, JOSIAH B. FRENCH,

Directors of the Salem and Lowell Railroad Company.

226,900 00 None. None 226,900 00 One.

CALEB LIVINGSTON, WM. E. LIVINGSTON,

N. B. PERKINS. MIDDLESEX, ss. — Then personally appeared Charles F. Flint, Sidney Spalding, J. W. Peele, Josiah B. French, Caleb Livingston, Wm. E. Livingston, and N. B. Perkins, and severally made oath to the truth of the foregoing statement by them

subscribed, according to their best knowledge and belief. Before me, F. H. NOURSE, Justice of the Peace. Lowell, December 24, 1860.

## TWELFTH

# ANNUAL REPORT

OF THE

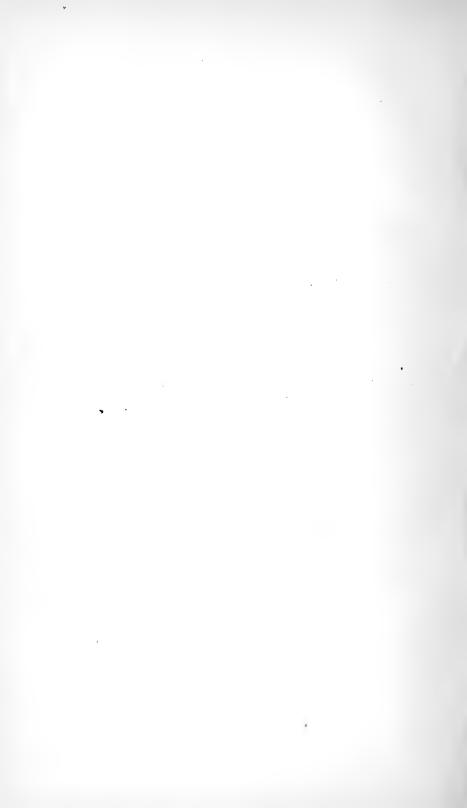
# South Bending Branch Bailroad,

# FOR THE YEAR ENDING

NOVEMBER 30, 1860.

SALEM:

WILLIAM IVES AND GEORGE W. PEASE, PRINTERS.  $\label{eq:observer} \text{office}.$  1860,



## REPORT

#### OF THE DIRECTORS OF THE

## SOUTH READING BRANCH RAILROAD CORPORATION,

For the Year Ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

[General Statutes, Chap. 63, Sections 132 to 135.]

\$400,000 00 Capital Stock, . Number of shares of capital stock issued, Increase of capital, since last Report, , \$209,532 73 Capital paid in, per last Report, Capital paid in, since last Report. 209,532 73 Total amount of capital stock paid in, Funded debt, per last Report, Funded debt, paid since last Keport, Funded debt, increase of, since last Report, Total present amount of funded debt, Floating debt, per last Report, Floating debt, paid since last Report, Floating debt, increase of, since last Report, Total present amount of floating debt. Total present amount of funded and floating debt, Average rate of interest per annum, paid during the year, Maximum amount of debts during the year, COST OF ROAD AND EQUIPMENT. For graduation and masonry, per last Report, 103,936 88 For graduation and masonry, paid during the past year, Total amount expended for graduation and masonry, 103,936 88 For wooden bridges, per last Report. 585 73For wooden bridges, paid during the past year, Total amount expended for wooden bridges, 585 73 Total amount expended for iron bridges (if any,) For superstructure, including iron, per last Report, . For superstructure including iron, paid during past year, 61,539 27 Total amount expended for superstructure, including iron, 61,539 27 For stations, buildings and fixtures, per last Report, .
For stations, buildings and fixtures, paid during past year,
Total amount expended for stations, buildings and fixtures, 9.303 03 9,303 03 For land, land damages and fences, per last Report, 50,507 80 For land, land-damages and fences, paid during past year, Total amount expended for land, land-damages and fences, 50,507 80 Carried forward \$225,872 71

Brought forward, For locomotives, per last Report, For locomotives, paid during the past year, Total amount expended for locomotives. For passenger and baggage cars, per last Report, For passenger and baggage cars, paid during the past year, Total amount expended for passenger and baggage cars, For merchandise cars, per last Report, For merchandise cars, paid during the past year. Total amount expended for merchandise cars, For engineering, per last Report, For engineering, paid during the past year; Total amount expended for engineering. For agencies and other expenses, per last Report, For agencies and other expenses, paid during the past year Total amount expended for agencies and other expenses, Total cost of road and equipment, Amount of assets or property held by the corporation in addition to the cost of the road,	\$225,872 71  Own 5 no Equipment, 7,404 57  66,191 08  \$299,468 36
Characteristics of Road.  Length of road, Length of double main track, Length of branches owned by the Company, stating whether they have a single or double track, Single track, Aggregate length of sidings, and other tracks, excepting main tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights per yard,) Maximum, grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch roads, Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch roads, Total degrees of curvature, in main road, Total degrees of curvature, in brancheroads, Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Mhole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, Number of public ways crossed at grade, Number of railroads crossed at grade, Number of public ways cr	8.15 Miles. 8.15 Miles. 1150 feet. 9257 feet. 60 lbs. Length 2200 ft. 900 " 40 " 237.6 feet 5 " 425 ft. length 290 ft. 350 ft " 100 " 232° 15' 80° 41' 6.85 Miles. 578 feet. 326 "

Doings during the Year.		
Miles run by passenger trains,	25,120	
Miles run by freight trains,		
Miles run by other trains,	25.1	20
Number of passengers carried in the cars,	55,549	
Number of passengers carried one mile,	398,257 13,160	
Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile,	53.897	
Number of passengers earried one mile, to and from other	002 501	
Number of tons carried one mile, to and from other roads,	203,701 44,100	
Rate of speed adopted for express passenger trains, in-	1	
cluding stops,	21 Miles per	hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions.	20 " "	66
Rate of speed adopted for accommodation trains, .	21 "	46
Rate of speed actually attained by accommodation trains, including stops and detentions,	20 " "	66
Average rate of speed actually attained by special		
trains, including stops and detentions,	20 " "	٠٤ -
Average rate of speed adopted for freight trains, in- cluding stops,		
Estimated weight in tons of passenger cars (not in-	00 604	
cluding passengers) hauled one mile, Estimated weight in tons of merchandise cars (not in-	89,604	
cluding freight) hauled one mile,	44,910	125
Expenditures for Working the Road.		
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$2,254 83	
For repairs of wooden bridges,		
For wages of switchmen, av. per month, \$		
For wages of gate-keepers, av. per month, \$ For wages of signal-men, av. per month, \$		
For wages of watchmen, av. per month, \$		
Number of men employed, exclusive of those engaged in construction,	14 .	
For removing ice and snow, (this item to include all labor,		
tools, repairs, and extra steam-power used,) For repairs of fences, gates, houses for signal-men, gate-		
keepers, switchmen, tool-houses,		0.011.00
Total for maintenance of way,		2,254 83
MOTIVE POWER AND CARS.		
For repairs of locomotives,	\$1,884 00	
For new locomotives, to cover depreciation,	1.	
For repairs of passenger cars,  For new passenger cars, to cover depreciation,	1,527 20	
For repairs of merchandise cars,		
For new merchandise cars, to cover depreciation, .		
For repairs of gravel and other cars,  Total for maintenance of motive power and cars,		3,411 20
Carried forward,		\$5,666 03

Brought forward,	-		_		\$5,666 0
Number of engines, .			•	٦ _	• /
Number of passenger cars, .		•	•	Owns	
Number of baggage cars,	•	•	•	Fouriement	
Number of merchandise cars, Number of gravel cars,	•	•	•	Equipment.	
	•		•	٦	
MISCELLANE	ous.				•
For fuel used by engines during t			•	#4 BOO OF	
<ol> <li>Wood, number of cords, 1002</li> <li>Coal, number of tons, (reckon</li> </ol>				\$4,882 85	
Cost of the same.					•
For oil used by ears and engines,	372 gal	lons,		384 16	
For waste and other material for	eleaning	, .	•		
For salaries, wages and incidental	l expens	es, ch	argeable to		
passenger department,		1		5,315 96	
For salaries, wages and incidental	expens	es, ei	argeanie to		
freight department, For gratuities and damages,	•				
For taxes,		•		27 30	
For ferries,					
For repairs of station buildings, a		ts, fix	xtures, fur-		
niture and other station expens		•	•	1,401 12	
For renewals of iron, including la			of old iron		
For new iron laid down, dedu- taken up,	cring m	, vatu	e or ord fron		
For amount paid other companies	in tol	ls for	passengers		
and freight, carried on their					
company, .		•			
For amount paid other companies					
roads, specifying each company For office expenses,	,	LSS	ex Railroad.	3,200 00 20 75	
For omce expenses,	•	•	•	20 15	
Total Miscellaneous, .	•	•	•		-15,232, 1
Total expenditures for working th	ne road.				20,898 1
Total amount of interest paid dur		year,	•		20,000
INCOME DURING T	не Уел	R.			
For Passengers :-					
1. On main road, including b	ranches				
owned by company			3,234 00		
2. To and from other reads, spe					
what. Boston and Mair	ne R. R.	_	11,986 43	\$15,220 43	
For Freight:-					
1. On main road and branches	owned				
by company,			840 22	0.100.07	
2. To and from other connecting	ng roads	,	1646 65	2,486 87	
U. S. Mails,			_		
Rents and Miscellaneous	•			450 71	
Total income,					18,158 0
Loss,					
a e	•				\$2,740 1

# 

Number of mortgages on road and franchise, or any prop-

rty of the corporation, .

GEORGE M. BROWNE, N. D. CHASE, HENRY L. WILLIAMS, MICAJAH LUNT, W. L. DWIGHT, S. HOOPER,

Directors of the South Reading Branch Railroad Corporation.

SUFFOLK, ss., December 20, 1860. Then personally appeared George M. Browne, N. D. Chase, Henry L. Williams, Micajah Lunt, W. L. Dwight, S. Hooper, and severally made oath that the foregoing statement by them subscribed, is true to the best of their knowledge and belief.

Before me,

C. M. ELLIS,

Justice of the Peace.



#### FIFTEENTH ANNUAL REPORT

OF THE

# SOUTH SHORE RAIL ROAD COMPANY,

Being for the Year ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

General Statutes, Chap. 63, Sections 132 to 135.

Capital Stock,		\$600,000
Number of shares of capital stock issued,	10,000	• /
Increase of capital, since last Report, -	none	
Capital paid in, per last Report,	259,685	
Capital paid in, since last Report, -	,	
Total amount of capital stock paid in,		259,685
Funded debt, per last Report,	153,290	
Funded debt, paid since last Report, -	3,290	
Funded debt, increase of, since last Report,	,	
Total present amount of funded debt,		150,000
Floating debt, per last Report	2,820 85	
Floating debt, paid since last Report, -	429 42	
Floating debt, increase of, since last Report,		
Total present amount of floating debt		2,391 43
Total present amount of funded and		,
floating debt,		152,391 43
Average rate of interest per annum, paid		•
during the year,	6 per cent.	
Maximum amount of debts during the year,	•	
Cost of Road and Equipment.		
For graduation and masonry, per last Report, For graduation and masonry, paid during the	125,382 06	
past year,		
Total amount expended for graduation		105 000 00
and masonry,		125,382 06

For wooden bridges, per last Report, - For wooden bridges, paid during the past yr.	13,448 50	
Total am't expended for wooden bridges  Total amount expended for iron bridges		13,448 50
For superstructure, including iron, per last Report,	82,063 10	
For superstructure, including iron, paid during the last year,	02,000 10	
Total amount expended for superstructure, including iron,		82,063 10
For stations, buildings and fixtures, per last Report,	29,529 82	,
For stations, buildings and fixtures, paid during the past year,	,	
Total am't expended for stations, buildings and fixtures,		29,529 82
For land, land-damages and fences, per last Report,	101,977 56	Í
For land, land-damages and fences, paid during the past year,		
Total amount expended for land, land-damages and fences,		101,977 56
For locomotives, per last Report, For locomotives, paid during the past year,	15,600 50	
Total amount expended for locomotives, For passenger and baggage cars, per last		15,600 50
Report, For passenger and baggage cars, paid dur-	17,026 19	
ing the past year, Total amount expended for passenger		15 000 10
and baggage cars,  For merchandise cars, per last Report,  For merchandise cars, paid during the past	6,799 34	17,026 19
year, Total amount expended for merchandise		
cars, For engineering, per last Report,	13,402 81	6,799 34
For engineering, paid during the past year, Total amount expended for engineering,	10,402 01	13,402 81
For agencies and other expenses, per last Report,	96,363 08	10,102 01
For agencies and other expenses, paid during the past year,	,	
Total amount expended for agencies and other expenses,		96,363 08
Total cost of road and equipment, Amount of assets or property held by the		501,592 96
corporation, in addition to the cost of the road,		

CHARACTERISTICS OF ROAD.	
Length of road, Length of single main track, Length of double main track, Length of branches owned by the Company, stating whether they have a single or double track,	11.5 miles. 11.5 "
Aggregate length of sidings and other tracks, excepting main tracks and branches, - Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads (specify the different weights per yard), Maximum grade, with its length, in main	2100 feet 52 lbs.
road,	$34\frac{85}{100}$ ft. for $3\frac{1}{2}$ miles.
Total rise and fall in main road, Total rise and fall in branch roads, -	$259\frac{4}{10}$ feet
Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch roads,	$ \begin{array}{l} \{477\frac{1}{2} \; \text{ft. for } 697\frac{1}{2} \; \text{feet at} \\ \{ \text{junc. O. C. \& F.R.R.R.} . \end{array} \} .$
Total degrees of curvature, in main road, Total degrees of curvature, in branch roads,	704° 42′
Total length of straight line, in main road, Total length of straight line, in branches,	$7\frac{s}{10}$ miles
Aggregate length of wooden truss bridges, Aggregate length of all other wooden	50 feet
bridges, Aggregate length of iron bridges, -	1000 feet
Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, -	$\frac{1}{8}$ mile 25
Remarks,  Way stations, for express trains,  Way stations, for accommodation trains,  Flag stations,  Whole number of way stations,  Whole number of flag stations,	8 2 8 2
Doings during the Year.	
Miles run by passenger trains (in addition our cars have run 20,460 miles over the O. C. & F. R. R. R.),  Miles run by freight trains,  Miles run by other trains	23,529
Miles run by other trains, Total miles run,	23,529

Number of passengers carried in the cars,	133.368
Number of passengers carried one mile,	800,448
Number of tons merch' dise carried in cars,	$2,\!462$
Number of tons of merchandise carried 1 m.	24,262
Number of passengers carried one mile, to	,
and from other roads,	713,311
Number of tons carried one mile, to and from	110,012
other roads,	23,881
	20,001
Rate of speed adopted for express passen-	
ger trains, including stops,	
Average rate of speed actually attained by	
express passenger trains, including stops	
and detentions,	
Rate of speed adopted for accom. trains,	22 m. per hour
Rate of speed actually attained by accommo.	
trains, including stops and detentions,	22 m. " "
Average rate of speed actually attained by	
special trains, incl. stops and detentions,	
Average rate of speed adopted for freight	
trains, including stops and detentions,	
Estimated weight in tons of passenger cars	
(not including pagengorg) houled I mile	64,369
(not including passengers), hauled 1 mile,	01,000
Estimated weight in tons of merchandise	14 007
cars (not including freight), hauled 1 m.	14,897
Expenditures for Working the Road.	
For repairs of road, maintenance of way ex-	
clusive of wooden bridges, and renewals	
of iron,	4,450 24
For repairs of wooden bridges,	200 00
	7 200 00
For wages of switchmen, average	
per month, \$	
For wages of gate-keepers, average	
per month, \$	705
For wages of signal-men, average	1 1
per month, \$	
For wages of watchmen, average	
per month, \$33 75	
Number of men employed, exclusive of those	
engaged in construction,	32
For removing ice and snow (this item to	
include all labor, tools, repairs, and extra	
steam power used),	
For repairs of fences, gates, houses for sig-	
nal-men, gate-keepers, switchmen, tool-	
houses,	E 955 Q1
Total for maintenance of way,	5,355 24

	•
Motive Power and Cars.	
For repairs of locomotives (work done in shop),	1,510 00 1,115 03 75 00 2,700 03 2 7 2 8 7
Miscellaneous.	
For fuel used by engines, during the year, viz.—Wood, number of cords,  Cost of coal,  Coal, number of tons (reck'g  2,240 lbs. to the ton),  Cost of the same,  For oil, used by cars and engines,  For waste and other material for cleaning,  For salaries, wages and incidental expenses,  chargeable to passenger department,  For salaries, wages and incidental expenses,  chargeable to freight department,  For gratuities and damages,  For taxes and insurance,  For ferries,  For repairs of station buildings, aqueducts,  fixtures, furniture,  For new iron laid down, deducting the value  of old iron taken up,  For amount paid other companies, in tolls  for passengers and freight carried on their  roads, specifying each company (Old C.	2,741 69  313 79 85 85  8,098 49  175 00 262 01  95 65
and F. River R. R.),	21,832 06

For amount paid other companies, as rent for use of their roads, specifying each company,  For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,  Total Miscellaneous,  Total expenditures for working the road,  Total amount of interest paid during the year,	1,000 - 8,658 00	34,604 54 42,659 81
INCOME DURING THE YEAR.		
For Passengers:—  1. On main road, including branches owned by company,	33,289 04	
2. To and from other roads, specifying what. (O. C. & F. River R. R.),	19,274 91	
For Freight:—  1. On main road and branches owned by company,  2. To and from other connecting roads, U. S. Mails,	3,350 41 2,557 15 900 00 663 46	60,034 97 17,375 16
Dividends.		
per cent. Total, Surplus not divided,	8,717 <b>16</b> 44,224 68	52,941 84
purchased and paid ior),		02,011 01
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz.:		
Roads and bridges, Building Engines and cars,		

#### MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report, - - Mortgage debt, paid since last Report, Mortgage debt, increase of, since last Rep't, Total present amount of mortgage debt, Number of mortgages on road and franchise, or any property of the Corporation, -

153,290 00 3,290 00

150,000 00

Three.

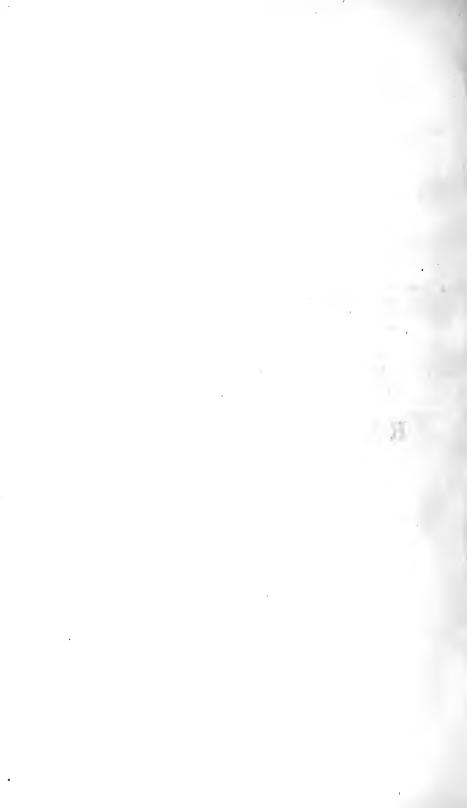
WM. HUMPHREY,
JOHN W. LOUD,
ELLIOT L. WHITE,
CHARLES HUMPHREY,
MINOT TIRRELL,
JOSEPH LOUD, Jr.

Directors.

SUFFOLK, ss. Dec. 29, 1860. Personally appeared the above-named Wm. Humphrey, John W. Loud, Elliot L. White, Charles Humphrey, Minot Tirrell, and Joseph Loud, Jr., and severally made oath that the foregoing statement, by them subscribed, is true to the best of their knowledge and belief.

Before

FREDERIC Z. SEYMOUR, Justice of the Peace.



# ANNUAL REPORT

OF THE

# STOCKBRIDGE AND PITTSFIELD RAIL ROAD COMPANY, FOR 1860.

# REPORT

OF THE

# Stockbridge and Pittsfield Rail Road.

Report of the Directors of the Stockbridge and Pittsfield Railroad Corporation for the year ending November 30, 1860.

Capital Stock,	\$448,700 4,487 448,700 448,700	
Cost of Road and Equipment.		
For graduation and masonry, per last Report, Total amount expended for graduation and ma-	\$154,263	
sonry,	154,263	
For wooden bridges, per last Report,	8,489	
Total amount expended for wooden bridges, -	8,489	
For superstructure, including iron, per last Report,	163,413	
Total amount expended for superstructure, in-	,	
eluding iron, '	163,413	
For stations, buildings and fixtures, per last Report,	30,700	
Total amount expended for stations, buildings	ŕ	
and fixtures,	30,700	
For land, land-damages and fences, per last Report,	70,000	
Total amount expended for land, land-damages		
and fences,	70,000	
For passenger cars, per last Report,	4,100	
Total amount expended for passenger cars, -	4,100	
For engineering, per last Report,	8,000	
Total amount expended for engineering,	8,000	
For agencies and other expenses, per last Report, -	9,735	
Total amount expended for agencies and other		
expenses,	9,735	
Total cost of road and equipment,	448,700	
Amount of assets or property held by the corpora-		
tion in addition to the cost of the road,	25 shares of	its stock.

### CHARACTERISTICS OF ROAD.

Length of Road,	21 93-100 miles. 21 93-100 miles. 5,700 feet.
Weight of rail, per yard, in main road,	54 lbs., 56 lbs., 60 lbs.
Maximum grade, with its length, in branch roads, -	42 ft. length 92-100mls
Total rise and fall in main road,	Rise 262 ft., Fall 93 ft.
Shortest radius of curvature, with length of curve, in	
main road,	515 ft., Length 858 ft.
Total degrees of curvature, in main road,	2011°
Total length of straight line, in main road,	11 46-100 miles.
Aggregate length of wooden truss bridges,	932 feet.
Aggregate length of all other bridges,	20 feet.
Number of public ways crossed at grade,	21
Way stations for accommodation trains,	9
Flag stations,	1
Whole number of way stations,	9
Whole number of flag stations,	1

#### Doings during the Year.

Rate of speed adopted for accommodation trains, -
Rate of speed actually attained by accommodation
trains, including stops and detentions,
Average rate of speed adopted for freight trains, in-
cluding stops,

25 miles per hour.

20 miles per hour.

7 miles per hour.

#### EXPENDITURES FOR WORKING THE ROAD.

Leased to Housatonic Rail Road Co. at 7 per cent. per annum, they paying all expenses and keeping all accounts.

MOTIVE POWER AND CARS.

Number of passenger cars, - - -

 2 

### 4 REPORT OF STOCKBRIDGE AND PITTSFIELD RAILROAD CO.

Inco	ME DURIN	THE	Year.			.	•
Rents, Total incom Net earnings after		g exper	ises,	- -			\$31,409 31,409 31,409
	DIVID	ends.				***************************************	
Seven per cent.	Total,	•	•	•	٠	- ]	\$31,409
	THOMA D. R. V E. H. C WILLIA	VILLIA WEN,	MS,		$\left. \begin{array}{c} St \end{array} \right.$	Di ockb Rail	rectors of the ridge and Pittsfield road Corporation.

Berkshire ss. December 11, 1860. Then personally appeared Thomas Hurlbut, D. R. Williams, E. H. Owen, and William Whitney, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

J. Z. GOODRICH,

Justice of the Peace.

### ANNUAL REPORT

OF THE DIRECTORS OF THE

# Stony Brook Knilroad Corporation,

### FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Steck,

By Charter, 300,000 00; by vote

Capital block,	} 275,000; stock issued 267,300
Number of shares of capital stock issued,	2,673
Increase of capital, since last report,	
Capital paid in, per last report,	267,300 00
Capital paid in, since last report,	207.000.00
Total amount of capital stock paid in,	267,300 00
Funded debt, per last report,	
Funded debt, paid since last report, Funded debt, increase of, since last report,	
Total present amount of funded debt,	
Floating debt. per last report,	
Floating debt, paid since last report,	No Debts.
Fleating debt, increase of, since last report,	110 2000
Total present amount of fleating debt,	11 .
Total present amount of funded and fleating debt,	li
Average rate of interest per annum, paid during the year,	
Maximum amount of debts during the year,	J
COCH OH DOLD LAND HOUSENSTRUM	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	82,898 72
For graduation and masoury, paid during the past year,	02,000 12
Total amount expended for graduation and masonry,	82,898 72
For wooden bridges, per last report,	3,600 03
For wooden bridges' paid during the past year,	
Total amount expended for wooden bridges,	3,600 03
Total amount expended for iron bridges (if any),	
For superstructure, including iron, per last report,	118,197 05
For superstructure, including iron, paid during the past year,	******
Total amount expeuded for superstructure, including iron,	118,197 05
For stations, buildings and fixtures, per last report, For stations, buildings and fixtures, paid during the past year,	11,462 51
Total amount expended for stations, buildings and fixtures,	11,462 51
For land, land-damages and fences, per last report.	25,654 84
For land, land-damages and fences, paid during the past year,	20,002 01
Total amount expended for land, land-damages and fences,	25,654 84
For lecomotives, per last report,	
For locomotives, paid during the past year,	
Total amount expended for locometives,	
For passenger and baggage cars, per last report,	
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	
For merchandise cars, per last report,	
For merchandise cars, paid during the past year, Total amount expended for merchandise cars,	
For engineering, per last report,	8,249 72
For engineering, paid during the past year,	0,210 12"
Total amount expended for engineering,	8,249 72
For agencies and other expenses, per last report,	17,320 70
For agencies and other expenses, paid during the past year,	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1

Total amount expended for agencies and other expenses,

Total cost of road and equipment,

Amount of assets or property held by the corporation in addition to the cost of the road.

17,320 70 \$267,383 37

#### CHARACTERISTICS OF ROAD

Length of read.

Length of single main track,

Length of double main track,

Length of branches owned by the Company, stating whether they have a single or double track,

Aggregate length of sidings, and other tracks, excepting main tracks and branches,

tracks and branches, Weight of rail, per yard, in main road, Weight of rail, per yard, in branch roads, (specify the different weights per yard,) Maximum grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road,

Total rise and fall in branch roads,

Shortest radius of curvature, with length of curve, in main road, Shortest radius of curvature, with length of curve, in branch

roads,

Total degrees of curvature, in main road, Total degrees of curvature, in branch roads, Total length of straight line, in main road,

Total length of straight line, in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges.

Aggregate length of iron bridges,
Whole length of road unfenced on both sides,

Number of public ways crossed at grade, Number of railroads crossed at grade,

Remarks.

Way stations for express trains, Way stations for accommodation trains, Flag stations,

Whole number of way stations, Whole number of fing stations,

DOINGS DURING THE YEAR.

Miles run by passenger trains, Miles run by freight trains, Miles run by other trains,

Total miles run,

Number of passengers carried in the cars, Number of passengers carried one mile,

Number of tons of merchandise carried in the cars,

Number of tons of merchandise carried one mile,

Number of passengers carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, Including

stops, Average rate of speed actually attained by express passenger

trains, including stops and detentions, Rate of speed adopted for accommodation trains,

Rate of speed actually attained by accommodation trains, including stops and detentions.

Average rate of speed actually attained by special trains, includ-

ing stons and detentions,

Average rate of speed adopted for freight trains, including stops, Estimated weight in tons of passenger cars (not including passengers) hauled one mile,

Estimated weight in tons of merchandise cars (not including freight) hauled one mile,

13.16 miles. 13.16 miles.

4949 feet. 56 lbs.

36.60 feet and 1.36 miles.

207.59 feet

955.21 mile

6129

8.59 miles.

510 feet.

13

3

Reported by the Nashua & Lowell Railroad Company.

#### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,

For repairs of wooden bridges,

For wages of switchmen, average per month, For wages of gate-keepers, average per month, \$

For wages of signal men, average per month,

struction.

For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)
For repairs of fences, gates, houses for signal-men, gate-keepers,

switchmen, tool-houses,

Total for maintenance of way,

#### MOTIVE POWER AND CARS.

For repairs of locomotives.

For new locomotives, to cover depreciation,

For repairs of passenger cars,
For new passenger cars, to cover depreciation,
For repairs of merchandise cars,

For new merchandise cars, to cover depreciation,

For repairs of gravel and other cars,

Total for maintenance of motive power and cars,

Number of engines, Number of passenger cars, Number of baggage cars,

Number of merchandise cars, Number of gravel cars,

#### MISCELLANEOUS.

For fuel used by engines during the year, viz.:-Wood, number of cords. Cost of the same,

Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same.

For oil used by cars and engines, For waste and other material for cleaning,

For salaries, wages, and incidental expenses, chargeable to passenger department,

For salaries, wages, and incidental expenses, chargeable to freight department,

For gratuities and damages, For taxes and insurance,

For ferries,

For repairs of station buildings, acqueducts, fixtures, furniture,

For renewals of iron, including laying down,
For new Iron laid down, deducing the value of old iron taken up.
For amount paid other companies, in tolls for passengers and
freight carried on their roads, specifying each company,
For amount paid other companies, as rent for use of their roads,
specifying each company.

specifying each company, For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,

Total Miscellaneous,

Total expenditures for working the road, Total amount of interest paid during the year,

### INCOME DURING THE YEAR.

For Passengers:-

On main road, including branches owned by company, 1.

To and from other roads, specifying what,

For Freight:

On main road and branches owned by company,

To and from other connecting roads,

U. S. Mails,

Rents.

Total income.

Net earnings after deducting expenses,

Reported by Nashua & Lowell Railroad.

Reported by Nashna & Lowell Railroad.

Reported by Nashua & Lowell Railroad.

received of Lowell Rail-year. ua and l Amount

17,700 00

17,389 76

#### DIVIDENDS.

6½ Per cent. Total, Surplus not divided, Surplus last year, Total surplus, 17,374 50 508 41 39 06

508 41

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz.:

Of road and bridges Buildings, Engines and cars,

Nothing.

#### MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report, Mortgage debt pand since last report, Increase of mortgage debt since last report, Present ameunt of mortgage debts, Number of mortgages on road and franchise, or any property of the corporation.

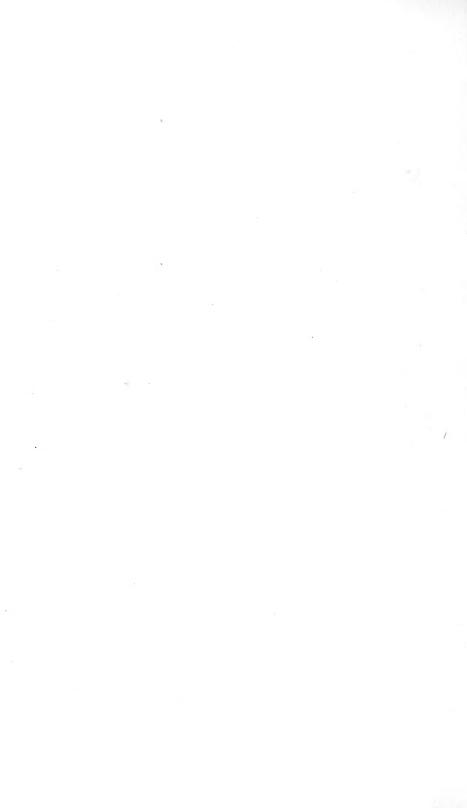
· None.

TAPPAN WENTWORTH, SDirectors of the Stony SEWALL G. MACK, WILLIAM A. BURKE, Brook R. R. Company. S. F. CLARK.

MIDDLESEX, ss. — Then personally appeared Tappan Wentworth, William A. Burke, Sewall G. Mack, and B. F. Clark, and severally made oath to the truth of the foregoing statement by them subscribed. Before me, S. W. STICKNEY, Justice of the Peace.

December 26, 1860.





### SEVENTEENTH ANNUAL REPORT

--- OF THE ---

# Stoughton Branch Railroad Company.

Return of the Stoughton Branch Railroad Corporation, for the year ending Nov. 30th, 1860, under the Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168, and 240; 1858, Chap. 46.

Capital Stock, Number of shares of capital stock issued, Increase of capital, since last report, Capital paid in per last report, Capital paid in since last report, Total amount of capital stock paid in, Funded debt, per last report,	\$85.400 00. 854. None. None.	85.400 00. \$85.400 00
Funded debt paid since last report, Funded debt, increase of, since last report, Total present amount of funded debt, Floating debt, per last report, Floating debt, paid since last report, Floating debt, increase of, since last report, Total present amount of floating debt, Total present amount of foating debt, Average rate of interest per annum, paid, during the year, Maximum amount of debts during the year	No debts.	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report. For graduation and masonry, paid during the past year, Total amount expended for graduation and masonry, For wooden bridges, per last report, For wooden bridges, paid during the past year,	38.401 98. None. 1.770 06. None.	38 401 98
Total amount expended for wooden bridges,  Total amount expended for iron bridges, (if any,) For superstructure, including iron, per last report, For superstructure, including iron, paid during the	None. 30.689 55.	1.770 06.
past year, . Total amount expended for superstructure, including iron, . For stations, buildings and fixtures, per last report, . For stations, buildings and fixtures, paid during the	12.333 <b>3</b> 6.	30.860 80.
past year, Total amount expended for stations, buildings and fixtures, For land, land-damages and fences, per last report, For land, land damages and fences, paid during the past year,	3.42. 8.945 51. None.	12.336 78.
hand loan,	2.010.	

Total amount expended for land, land-damages and fences, For locomotives, per last report,	8.945 51.
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger cars, per last report,	4.450 00
For passenger and baggage cars, paid during the past	
year,	None.
Total amount expended for passenger ears,	4.450 00.
For merchandise cars, per last report, .	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	0.00M FO'
For engineering, per last report,	2.887 50.
For engineering, paid during the past year,	2.887 50.
Total amount expended for engineering,  For agencies and other expenses, per last report,	2.001 90.
For agencies and other expenses, paid during the past	
year,	
Total amount expended for agencies and other expenses	
Total cost of road and equipment,	99.652 63.
Amount of assets or property held by the corporation	
in addition to the cost of the road	
C 7	
CHARACTERISTICS OF ROAD.	
Length of road,	4 miles 222 feet.
Length of single main track,	4 miles 222 feet.
Length of double main track,	T MILLOD MALE 1000
Length of branches owned by the company, stating	
whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, except-	
ing main tracks and branches,	3274 feet.
Weight of rail, per yard, in main road,	56 lbs.
Weight of rail, per yard, in branch roads,	None.
Specify the different weights, per yard,	10.6 /
Maximum grade, with its length, in main road,	46 feet per mile for 740
Maximum grade, with its length in branch roads,  Total rise and fall in main road,	[feet. 135 51-100 feet.
Total rise and fall in branch roads,	135 51-100 feet.
Shortest radius of curvature, with length of curve, in	1080 radius length of cur-
main road,	vature 682 feet.
Shortest radius of curvature, with length of curve, in	,
branch roads,	None.
Total degrees of curvature, in main road,	172°
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	2 miles 207 feet.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges.	50 feet 6 inches.
Aggregate length of an other wooden oranges,  Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides, .	None except the cross-
Number of public ways crossed at grade,	Six. [ings.
Number of railroads crossed at grade,	None.
Remarks,	
Way stations for express trains,	None.
Way stations for accommodation trains,	Three.
Flag stations,	None.
Whole number of way stations,	Three.
Whole number of flag stations,	None.

#### Doings during the Year.

Miles run by passenger trains, . Miles run by freight trains. . Miles run by other trains, Total miles run, . Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons merchandise carried in the cars, Number of tons merchandise carried one mile, . Number of passengers earried one mile, to and from other roads, . . Number of tons carried one mile, to and from other Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation trains including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions Average rate of speed adopted for freight trains, including stops and detentions,
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,

. 5.032. Freight and pass. trains connected. 5.032.81.296. 243.044. 30.108 19. 74.943 76.

216.508.

67.548 64

No Express trains.

18 miles per hour.

#### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of \ Done by Boston & Prov. wooden bridges, and renewals of iron, For repairs of wooden bridges, . . . For wages of switchmen, average per month, \$ For wages of gate-keepers, average per month, \$ For wages of signal-men, average per month, \$ For wages of watchmen, average per month, \$ Number of men employed, exclusive of those engaged in construction, For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,

R. R. Co. Nothing.

Done by Boston & Prov. R. R. Co.

#### MOTIVE POWER AND CARS.

Total for maintenance of way, .

For repairs of locomotives, For new locomotives, to cover depreciation, . For repairs of passenger cars, For new passenger cars, to cover depreciation, For repairs of merchandise cars, For new merchandise ears, to cover depreciation, For repairs of gravel and other ears, . . . . Total for maintenance of motive power and cars, Number of engines, Number of passenger ears,

· \ Furnished by Boston and Prov. R. R. Co. 307 53.

. | Furnished by Boston and Prov. R. R. Co.

Number of baggage cars,	
Miscellaneous.	
For fuel used by engines during the year, viz:— Wood, number of cords, Cost of the same, Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of coal, For oil used by cars, For waste and other materials for cleaning, For salaries, wages and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For insurance, For ferries, For repairs of station buildings, aqueducts, fixtures, furniture, For renewals of iron, including laying down, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passen- gers and freight carried on their roads, specifying each company. Boston & Prov. R. R. Co. For amount paid other companies, as rent for use of their roads, specifying each Co. B. & P.R. R. Co. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, Total Miscellaneous,	Paid by the Boston and Providence R. R. Co. 32 25.  20 00.  3 42 35 10.  171 25.  20.402 16.  4.338 96.
Total expenditures for working the road, Total amount of interest paid during the year,	25.444 54
INCOME DURING THE YEAR.	
For Passengers: 1. On main road, including branches owned by comp'y 2. To and from other roads, specifying what, For Freight:—	19.709 77.
<ol> <li>On main road and branches owned by company,</li> <li>To and from other connecting roads,</li> </ol>	408 36. 13.176 90.
U. S. Mails, Rents store cars and interest, Total income, Net earnings, after deducting expenses, including Rent of store cars and interest,	69 00. 747 86. 34.740 33. 9.295 79.
DIVIDENDS.	
Eight per cent Total,	6.832 00. 2.463 79. 6.736 66.
Total Surplus,	9.200 45.

ESTIMATED DEPRE		ON BI	EYON.	о тн	E REI	NEWA	LS,	
Of Roads and Bridg Buildings, Engines and Cars,	es,	:	:	:	:	:		Kept in repair by Boston and Providence R. R. Co.
	RTGA							
Amount of debts, se franchise, or any last report, Mortgage debt, paid Increase of Mortgage Present amount of m Number of mortgage property of the con	prope since e debt ortga s on	last r t, sinc ge de road	f the eport e las bts, and	t repo	porat : ort, chise,	ion,	per : :	

F. W. LINCOLN, OAKES AMES, MARTIN WALES,

Suffolk, ss. *December* 22d, 1860. Then personally appeared F. W. Lincoln, Oakes Ames, and Martin Wales, above named, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

S. T. Snow, Justice of the Peace.



# Twenty-Sixth

# ANNUAL REPORT

OF THE

# Caunton Branch Rail Road

COMPANY.

TAUNTON:
HACK'S BOOK AND JOB PRESS, 7 UNION BLOCK.
1860.



### Twenty-sixth Annual Report

OF THE

# TAUNTON BRANCH RAIL ROAD

### COMPANY.

Report of the Taunton Branch Railroad, for the year ending November 30, 1860.-General Statutes, chap. 63, sections 132 to 135. Capital Stock, \$250,000 00 Increase of Capital since last Report Capital paid in per last report, \$250,000 00 Capital paid in since last report,

Total amount of Capital Stock paid in, 250,000 00 Number of shares of Capital Stock issued, 2500 Funded debt, per last report, Funded debt paid, since last report, Funded debt, increase of, since last report, Total present amount of funded debt, . Floating debt, per last report, Floating debt paid since last report, Floating debt, increase of, since last report, Total present amount of floating debt, Maximum amount of debts during the year, Average rate of interest per annum, paid during the COST OF ROAD AND EQUIPMENT. For graduation and masonry, per last report, 89,855 38 For graduation and masonry, paid during the past Total amount expended for graduation and masonry, 89,855 38 For wooden bridges, per last report, For wooden bridges, paid during the past year, Total amount expended for wooden bridges, Total amount expended for iron bridges, (if any,) For superstructure, including iron, per last report, 92,248 56 For superstructure, including iron, paid during the past

Total amount expended for superstructure, including iron,		92,248 56
For stations, buildings, and fixtures, per last report, For stations, buildings, and fixtures, paid during the past	47,056 49	
year, Total amount expended for stations, buildings and fixtures,		47,056 49
For land, land damages, and fences, per last report, For land, land damages, and fences, paid during the past year,	30,728 88	
Total amount expended for land, land damages, and fences,	16,383 67	30,728 88
For locomotives, paid during the past year,  Total amount expended for locomotives,		16,383 67
For passenger and baggage cars per last report,  For passenger and baggage cars, paid during the past year,	9,421 66	
Total amount expended for passenger and baggage cars,	19.000.15	9,421 66
For merchandise cars per last report,  For merchandise cars paid during the past year,  Total amount expended for merchandise cars,	13,922 15	13,922 15
For engineering per last report,  For engineering paid during the past year,  Total amount expended for engineering,	13,539 27	13,539 27
For agencies and other expenses per last report, For agencies and other expenses paid during the past		10,000 21
year, Total amount expended for agencies and other expenses,		
Charged off for depreciation of road and equipment,	•	313,156 06 63,156 06
Total cost of road and equipment, Amount of assets of property held by the corporation in addition to the cost of the road,	62,118 28	250,000 00
CHARACTERISTICS OF THE ROAD.		
Length of road, Length of single main track, Length of double main track,	11 1-10 mile 11 1-10 mile	
Length of double main track, Length of branches owned by the Company, stating whether they have a single or double track, Aggregate length of sidings and other tracks, excepting	3,000 feet;	single track.
main tracks and branches, Weight of rail per yard, in main road, Weight of rail per yard, in branch roads.	6,160 fcet. 58 lbs. 57 lbs.	
Specify the different weights per yard, Maximum grade, with its length, in main road, Maximum grade, with its length, in branch roads, Total rise and fall in main road, Total rise and fall in branch roads,	29 ft. in 300 35 ft. per m 123 feet. 9 feet	
Shortest radius of curvature, with length of curve, in main road,	800 feet in 1	000 feot.
branch roads,	250 feet in 3	300 feet.

Total degrees of curvature, in main road, Total degrees of curvature in branch roads, Total length of straight line in main road, Total length of straight line in branches, Aggregate length of wooden truss bridges, Aggregate length of all other wooden bridges, Aggregate length of iron bridges, Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains, Way stations for accommodation trains, Flag stations, Whole number of may stations, Whole number of flag stations,	70 degrees. A street track. 11 miles. 2,200 ft.  900 feet. 19.  1. 2. 1. 2.
Miles run by passenger trains, Miles run by freight trains Miles run by other trains, Miles run by other trains, Total miles run, [See note at end of report.] Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number of passengers carried one mile to and from other roads, Number of tons carried one mile to and from other roads, Number of tons carried one mile to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentious, Rate of speed actually attained by accommodation trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,	35,662 14,398 22 50,082 122,880 1,304,578 51,644 tous,1202 lbs. 549,515 " 396 " 1,216,490 525,426 tons, 26 lbs  25 miles per hour. 25 miles per hour. 15 miles per hour.
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewal of iron,  For repairs of wooden bridges,  For wages of switchmen, average per month, For wages of gate-keepers, average per month, For wages of signal men, average per month, For wages of watchmen, average per month,  \$6.00 \$40.00	6,166 99

Number of men employed, exclusive of those engaged in	1	
construction,	120	
For removing ice and snow, (this item to include all la-	120	
bor, tools, repairs, and extra steam power used,		
For repairs of fences, gates, houses for signal-men, gate	00.00	
keepers, switchmen, tool-houses,	98 20	
Total for maintenance of way,		\$8,006 4
Total for Manager of Hugy		* - •
MOTIVE POWER AND CARS.		
For repairs of locomotives,	6 720 25	
For new locomotives, to cover depreciation,	5,739 35	
For repairs of passenger cars,	2,492 04	
For new passenger cars to cover depreciation,	2,452 04	
For repairs of merchandise cars,	3,867 91	
For new merchandise cars to cover depreciation, .	5 3,007 91	
For repairs of gravel and other cars,		
Total for maintenance of motive power and ears .		12,099 3
Number of engines,	7	•
Number of passenger cars,	16	
Number of baggage cars,	6	
Number of merchandise cars,	145	
Number of gravel cars,		
Number of graver cars,		
MISCELLANEOUS.		
MISCELLANEOUS.		
For fuel used by engines during the year, viz:—	8 241 25	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, 7,385 01	8,241 38	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, 7,385 01	8,241 38	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by ears, engines and shops,	8,241 38 1,594 08	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by ears, engines and shops, For waste and other material for cleaning,	} '	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable	1,594 08	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by ears, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department,	} '	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by ears, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable	) 1,594 08 6,186 18	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department,	6,186 18	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by ears, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages,	1,594 08 6,186 18 10,121 11 358 92	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance,	6,186 18	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department,	1,594 08 6,186 18 10,121 11 358 92	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by ears, engines and shops, For waste and other material for cleaning, For salarics, wages, and incidental expenses, chargeable to passenger department, For salarics, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For ferries, For ferries, For repairs of station buildings, aqueducts, fixtures, and	6,186 18  10,121 11 358 92 1,120 88	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., 856 37 For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For ferries, For repairs of station buildings, aqueducts, fixtures, and furniture,	1,594 08 6,186 18 10,121 11 358 92 1,120 88	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For ferries, For repairs of station buildings, aqueducts, fixtures, and furniture, For renewals of iron, including laying down,	6,186 18  10,121 11 358 92 1,120 88	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For ferries, For repairs of station buildings, aqueducts, fixtures, and furniture, For renewals of iron, including laying down,	1,594 08 6,186 18 10,121 11 358 92 1,120 88	
For fuel used by engines during the year, viz:— Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., 856 37 For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For ferries, For ferries, For repairs of station buildings, aqueducts, fixtures, and furniture, For renewals of iron, including laying down, For new iron laid down during the year, deducting the value of old rail taken up	1,594 08 6,186 18 10,121 11 358 92 1,120 88	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For fraxes and insurance, For repairs of station buildings, aqueducts, fixtures, and furniture, For renewals of iron, including laying down, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passengers	1,594 08 6,186 18 10,121 11 358 92 1,120 88	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, For Stations, Cars, Machine shop, &c., For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For fraxes and insurance, For repairs of station buildings, aqueducts, fixtures, and furniture, For renewals of iron, including laying down, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passengers	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by ears, engines and shops, For waste and other material for cleaning, For salarics, wages, and incidental expenses, chargeable to passenger department, For salarics, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For repairs of station buildings, aqueducts, fixtures, and furniture, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, Boston and Providence Rail Road Co.,	1,594 08 6,186 18 10,121 11 358 92 1,120 88	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by ears, engines and shops, For waste and other material for cleaning, For salarics, wages, and incidental expenses, chargeable to passenger department, For salarics, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For repairs of station buildings, aqueducts, fixtures, and furniture, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, Boston and Providence Rail Road Co.,	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by ears, engines and shops, For waste and other material for cleaning, For salarics, wages, and incidental expenses, chargeable to passenger department, For salarics, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For repairs of station buildings, aqueducts, fixtures, and furniture, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, Boston and Providence Rail Road Co.,	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same,  T,385 01  For Stations, Cars, Machine shop, &c.,  For oil used by ears, engines and shops,  For waste and other material for cleaning,  For salaries, wages, and incidental expenses, chargeable to passenger department,  For salaries, wages and incidental expenses, chargeable to freight department,  For gratuities and damages,  For taxes and insurance,  For repairs of station buildings, aqueducts, fixtures, and furniture,  For renewals of iron, including laying down,  For new iron laid down during the year, deducting the value of old rail taken up,  For amount paid other companies, in tolls for passengers and freight earried on their roads, specifying each company, Boston and Providence Rail Road Co.,  For amount paid other companies, as rent for use of their roads, specifying each company, New Bedford and	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by ears, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For repairs of station buildings, aqueducts, fixtures, and furniture, For enewals of iron, including laying down, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passengers and freight earried on their roads, specifying each company, Boston and Providence Rail Road Co., For amount paid other companies, as rent for use of their roads, specifying each company, New Bedford and Taunton Railroad,	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75 70,451 26	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by cars, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department,  For salaries, wages and incidental expenses, chargeable to freight department,  For gratuities and damages, Efor taxes and insurance,  For repairs of station buildings, aqueducts, fixtures, and furniture,  For renewals of iron, including laying down, .  For new iron laid down during the year, deducting the value of old rail taken up,  For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, Boston and Providence Rail Road Co., For amount paid other companies, as rent for use of their roads, specifying each company, Serifying each company, Rew Bedford and Taunton Railroad, For salaries of president, treasurer, superintendent, law ex-	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75 70,451 26	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by ears, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For repairs of station buildings, aqueducts, fixtures, and furniture, For renewals of iron, including laying down, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passengers and freight earried on their roads, specifying each company, Boston and Providence Rail Road Co., For amount paid other companies, as rent for use of their roads, specifying each company, New Bedford and Taunton Railroad, For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices and all other	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75 70,451 26 724 02	
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same,  T,385 01  For Stations, Cars, Machine shop, &c.,  For oil used by ears, engines and shops,  For waste and other material for cleaning,  For salaries, wages, and incidental expenses, chargeable to passenger department,  For salaries, wages and incidental expenses, chargeable to freight department,  For gratuities and damages,  For taxes and insurance,  For repairs of station buildings, aqueducts, fixtures, and furniture,  For renewals of iron, including laying down,  For new iron laid down during the year, deducting the value of old rail taken up,  For amount paid other companies, in tolls for passengers and freight earried on their roads, specifying each company, Boston and Providence Rail Road Co.,  For amount paid other companies, as rent for use of their roads, specifying each company, New Bedford and Taunton Railroad,  For salaries of president, treasurer, superintendent, law ex- penses, office expenses of the above offices and all other expenses not included in any of the foregoing items,	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75 70,451 26	108.090 64
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same, 7,385 01 For Stations, Cars, Machine shop, &c., 856 37 For oil used by ears, engines and shops, For waste and other material for cleaning, For salaries, wages, and incidental expenses, chargeable to passenger department, For salaries, wages and incidental expenses, chargeable to freight department, For gratuities and damages, For taxes and insurance, For ferries, For repairs of station buildings, aqueducts, fixtures, and furniture, For new iron laid down during the year, deducting the value of old rail taken up, For amount paid other companies, in tolls for passengers and freight earried on their roads, specifying each company, Boston and Providence Rail Road Co., For amount paid other companies, as rent for use of their roads, specifying each company, New Bedford and Taunton Railroad, For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices and all other	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75 70,451 26 724 02	108,090 68
For fuel used by engines during the year, viz:—  Wood and Coal, cost of the same,  T,385 01  For Stations, Cars, Machine shop, &c.,  For oil used by ears, engines and shops,  For waste and other material for cleaning,  For salaries, wages, and incidental expenses, chargeable to passenger department,  For salaries, wages and incidental expenses, chargeable to freight department,  For gratuities and damages,  For taxes and insurance,  For repairs of station buildings, aqueducts, fixtures, and furniture,  For renewals of iron, including laying down,  For new iron laid down during the year, deducting the value of old rail taken up,  For amount paid other companies, in tolls for passengers and freight earried on their roads, specifying each company, Boston and Providence Rail Road Co.,  For amount paid other companies, as rent for use of their roads, specifying each company, New Bedford and Taunton Railroad,  For salaries of president, treasurer, superintendent, law ex- penses, office expenses of the above offices and all other expenses not included in any of the foregoing items,	1,594 08 6,186 18 10,121 11 358 92 1,120 88 1,824 24 3,508 75 70,451 26 724 02	108,090 68

#### INCOME DURING THE YEAR.

For Passengers:—  1. On main road, including branches owned by company,  2. To and from other roads, specifying what, Boston and Providence, and New Bedford and Taunton,  For Freight:—  1. On main road and branches owned by company,  2. To and from other connecting roads,  U. S. Mails, Rents and Interest, Total income,  Net earnings after deducting expenses,	2,936 31  78,713 22  1,308 07 71,853 97 1,200 00 227 92	156,239 49 
DIVIDENDS.		
8 Per cent. Total Surplus not divided, Surplus last year, Total surplus, Surplus, Total surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surplus, Surpl	8,043 02 51,005 00	20,000 c0 52,842 57
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz:—  Roads and bridges,		
MORTGAGE DEBTS.		
Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last report,  Mortgage debt, paid since last report, Increase of mortgage debt, since last report, Present amount of mortgage debt, Number of mortgages on road and franchise, or any property of the Corporation,		

The Cars and Engines are owned by the Corporation, in common with the New Bedford and Taunton Rail Road Corporation, and the two roads are operated at their joint expense.

In addition to the number of miles run on this road, the Passenger Cars belonging to this Corporation have run on the Boston and Providence Rail Road, 38,864 miles, of the expense of which this Corporation has paid 11-31 parts; and the Freight Cars have run 29,948 miles, of the expense of which this Corporation has paid 57 per cent.

WM. A. CROCKER, WM. STURGIS, N. H. EMMONS, T. B. WALES,

Directors of the Railroad Corporation.

SUFFOLK ss. Dec. 24, 1860. Then personally appeared Nathaniel H. Emmons and William Sturgis, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

Before me,

E. PICKERING, Justice of the Peace.

SUFFOLK SS. Dec. 26, 1860. Then personally appeared Wm. A. Crocker and T. B. Wales, and severally made oath that the foregoing report by them subscribed was true, according to the best of their knowledge and belief.

Before me,

E. PICKERING, Justice of the Peace.

### TENTH ANNUAL REPORT

### OF THE

### TROY AND GREENFIELD RAILROAD CO.

Return of the Troy and Greenfield Railroad, under the Acts of 1849, Chap. 191, 1851, Chap. 112, 1854, Chap. 423, 1856, Chap. 165, 1857, Chaps. 40, 168 and 240, and 1858, Chap. 46.

		- 12 -   . 1
Capital stock,	<b>\$</b> 2	.500.000 00
Number of shares of capital stock issued,	1 (	649 '0
Increase of capital, since last report,	\$1.567.400 00	
Capital paid in, per last report,	385,206 23	1. 1
Capital paid in, since last report,	529.380 50	(1.1.1.f(1.f)
Total amount of capital stock paid in,		914.586 73
Funded debt, per last report,	219.000 00	/ .
Funded debt, paid since last report,	<del></del> :	_
Funded debt, increase of, since last report,	160.284 00	
Total present amount of funded debt,		379 284 00
Floating debt, per last report,	9.854 45	16.1
Floating debt, paid since last report,		1 - 3 - C
Floating debt, increase of since last report,	20.213 09	
Total present amount of floating debt,	1	30.067 54
Total present amount of funded and floating debt,		409.351 54
Average rate of interest per annum, paid during the		111111111111111111111111111111111111111
year,	6 per cent.	- 5 .65 W
Maximum amount of debts during the year,		10.0
COST OF ROAD AND EQUIPMENT.	1	
		10 £ (17)
For graduation and masonry, per last report,	438.122 54	10000
For graduation and masonry, paid during the past		111
year,	562.002 52	
Total amount expended for graduation and masonry, .		.000.125 06
For wooden bridges, per last report,	_	15 . A
For wooden bridges, paid during past year,		
Total amount expended for wooden bridges,	****	_र्म भागति ।
Total amount expended for iron bridges (if any),		_
For superstructure, including iron, per last report	1.093 15	
For superstructure, including iron, paid during the past		
year,	111	
Total amount expended for superstructure, including		
For stationar buildings and Co.		$1.093\ 15$
For stations, buildings and fixtures, per last report,	92 08	
For stations, buildings and fixtures, paid during the past		
year, .	- '	-100
Total amount expended for stations, buildings and fix-		-11110-
tures,		92 08
For land, land-damages, and fences, per last report,	26.605 66	
For land, land-damages, and fences, paid during the past		
year, .	187 00	
Total amount expended for land, land-damages, and		
fences,	1 1 11	26. 792 66

### TROY AND GREENFIELD RAILROAD.

For locomotives, per last report,	\$
For locomotives, paid during the past year,	<u> </u>
Total amount expended for locomotives,	
For passenger and baggage cars, per last report,	
For passenger and baggage cars, paid during the past	
year,	
cars	_ / _
For merchandise cars, per last report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last report,	12.135 40
For engineering, paid during the past year,	
Total amount expended for engineering,	12.135 40
For agencies and other expenses, per last report,	
For agencies and other expenses, paid during the past	
year,	
Total amount expended for agencies and other expen-	
Ses,	
Total cost of road and equipment,  Amount of assets or property, held by the corporation in	
addition to the cost of the road,	
addition to the cost of the load,	
α	
CHARACTERISTICS OF ROAD.	11000
Length of Road,	) 42 55-100 miles.
Length of single main track	6 miles.
Length of double main track,	
Length of branches owned by the company, stating	37
whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting	
main tracks and branches,	50 No.
Weight of rail, per yard, in main road,	58 lbs.
Sepecify the different weights, per yard,	
Maximum grade, with its length, in main road,	
Maximum grade, with its length, in branch roads, .	· ·
Total rise and fall in main road,	
Total rise and fall in branch roads	
Shortest radius of curvature, with length of curve in	
main road,	
Shortest radius of curvature, with length of curve in	Road in process of
branch roads,	construction.
Total degrees of curvature in main road,	
Total degrees of curvature in branch roads,	
Total length of straight line in train road,  Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	100
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	
Number of railroads crossed at grade,	V-1
Remarks,	m ·
Way stations for express trains,	1. 6
Way stations for accommodation trains,	
Flag Stations,	V
Whold number of flag stations,	
A Hold manner or med commons.	)

## TROY AND GREENFIELD RAILROAD.

Income during the year.	
For Freight:  1. On main road and branches owned by company, 2. To and from other connecting roads, U. S. Mails, Rents,	The road so far as completed, is leased to the Troy and Boston Railroad Company, and the income for the past year, is \$5,000 00.
Total income, Net earnings, after deducting expenses,	
Mortgage Debts.  Amount of debts secured by mortgage of road and franchism contents of the Companion per lect	
chise, or any property of the Corporation, per last report, Mortgage debt paid since last report, Increase of mortgage debts since last report, Present amount of mortgage debts. Number of mortgages on road and franchise, or any property of the corporation,	209,500 00 160,284 00 369,784 00 Two.

D. N. CARPENTER, JAMES CHEEVER, LEWIS RICE, H. HAUPT,

Directors of the Troy and Greenfield Railroad Corporation.

Suffolk, ss. December 22, 1860. Then personally appeared James Cheever and Lewis Rice, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

A. S. WHEELER, Justice of the Peace.

Franklin, ss. December 24, 1860. Then personally appeared David N. Carpenter and Herman Haupt, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

WENDELL T. DAVIS, Justice of the Peace.

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# REPORT

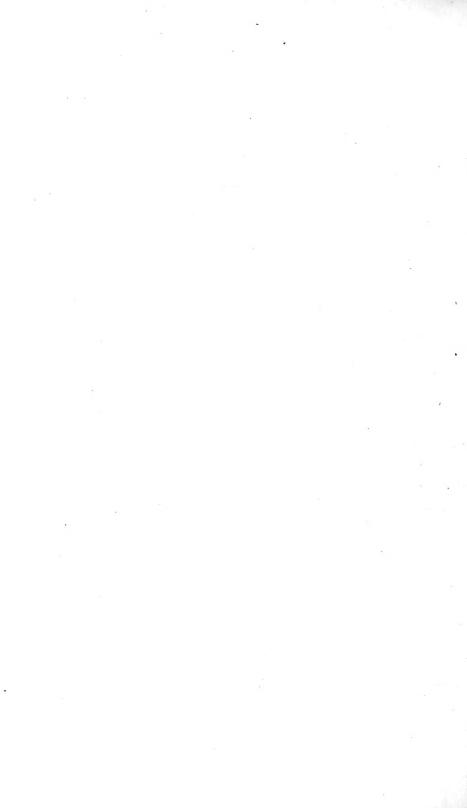
OF THE

# VERMONT AND MASSACHUSETTS

### RAILROAD CORPORATION.

FOR THE YEAR ENDING NOVEMBER 30, 1860.

BOSTON: 1860.



### REPORT

OF THE

# VERMONT AND MASSACHUSETTS RAILROAD

### CORPORATION

Report of the Directors of the Vermont and Massachusetts Railroad Corporation for the year ending November 30, 1860.

Capital stock, including the Greenfield Branch and Vermont portion,	\$3,200,000 00 28,801 2,214,225 15 1,003,880 00  \$45 1,003,^25 00  No floating debt.  6 per cent. 1,003,925 00
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, For graduation and masonry, paid during the past	\$1,461,323,12
year, Total amount expended for graduation and masonry, For wooden bridges, per last report, For wooden bridges, paid during the last year, Total amount expended for wooden bridges, Total amount expended for iron bridges (if any),	\$1,461 323 12 199,395 31 199,395 31

For superstructure, including iron, per last report, For superstructure, including iron, paid during the	690,422 01	
past year,		
iron,	129,274 36	600,422 01
past year, Total amount expended for stations, buildings and		
fixtures,	181,218 85	129,274 36
past year,		
Total amount expended for land, land damages and fences,	95,£38 62	181,218 85
For locomotives, paid during the past year,  Total amount expended for locomotives,  For passenger and baggage cars, per last report,	20,190 00	95.638 62
For passenger and baggage cars, paid during the past year,  Total amount expended for passenger and bag-		
Total amount expended for passenger and bag- gage cars,	91,514 89	20, 190 00
For merchandise cars, paid during the past year,  Total amount expended for merchandise cars,	<u>-</u>	91,514 89
For engineering, per last report,	56,872 04	01,01100
Total amount expended for engineering,	-	56,872 04
For agencies and other expenses, salaries, &c., during the construction of the road,		100,271 31 332,295 02
Total cost of road and equipment,		\$3,268,415 53
Amount of assets or property held by the corporation in addition to the cost of the road,	~	248,495 08
Characteristics of Road.		
Length of road,	69 miles.	
Length of single main track, Length of double main track,	69 " N	one.
Length of branches owned by the company, stating whether they have a single or double track,	8 miles single t	rack.
Aggregate length of sidings, and other tracks, excepting main track and branches,	About 5½ miles.	
Weight of rail, per yard, in main road,	56 pounds.	
the different weights, per yard,)	56 "	0 miles
Maximum grade, with its length, in main road, Maximum grade, with its length, in branch roads, Tatal rise and fall in main road, Tatal rise and fall in branch models.	58 feet for 1 6-1 45 feet per mile. Rise 808 feet, fa	3½ miles.
Total rise and fall in branch roads,	{ 1,000 feet for cept at Grout	1,900 feet, ex-
Shortest radius of curvature, with length of curve, in	924 feet for 1,	
branch roads,	1,000 feet for 400 3,314°	J teet.
Total degrees of curvature, in branch roads, Total length of straight line, in main road,	607° 27 3-4 miles.	
Total length of straight line, in branches,	3 9-10 miles. 6,738 feet.	
Aggregate length of all other wooden bridges,	-	-
TIPPE AND TOWN OF HOLD OF HOP OF HOLD OF HOP	•	-

Whole length of road unfenced on both sides, Number of public ways crossed at grade, Number of railroads crossed at grade, Remarks, Way stations for express trains Way stations for accommodation trains, Flag stations, Whole number of way stations, Whole number of flag stations,	63 1 None.
Doings during the Year,	
Miles run by passenger trains, Miles run by freight trains, Miles run by other trains, Total miles run, Total miles run, Number of passengers carried in the cars, Number of passengers carried one mile, Number of tons of merchandise carried in the cars, Number of tons of merchandise carried one mile, Number passengers carried one mile, to and from other roads, Number of tons carried one mile, to and from other roads, Rate of speed adopted for express passenger trains, including stops, Average rate of speed actually attained by express passenger trains, including stops and detentions, Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommodation trains, including stops and detentions, Average rate of speed actually attained by special trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Average rate of speed adopted for freight trains, including stops and detentions, Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	52,566 45,822 1,938 101,326 91,827 1,950,167 78,154 297-1000 1,785,989 591-1000 1,262,390 1,595,452 975-1000 None. None. 22 miles per hour. 25 miles per hour. 25 miles per hour. 10 miles per hour.
Expenditures for Working the Road.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,  For repairs of wooden bridges,  For wages of switchmen, average per month, \$30, For wages of gate-keepers, average per month, \$30, For wages of signal-men, average per month, \$30, For wages of watchmen, average per month, \$30, For wages of watchmen, average per month, \$30, Younder of men employed, exclusive of those engaged in construction,  For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)  For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,  Total for maintenance of way,	21,288 60 4,106 59 2,527 91 150 men. 230 86 357 55
Motive Power and Cars.	
For repairs of locomotives,	19,905 36 3,302 13 8,861 57 315 <b>9</b> 3

Total for maintenance of motive power and cars,	11	32,404 08
Number of engines,	8	
Number of baggage cars,	5	
Number of merchandise cars,	174	
Number of gravel cars,	16	
Miscellaneous.		
For fuel used by engines, during the year, viz.,  1. Wood, number of cords, 3,064 Cost of the		
same,		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 98 560-2,240. Cost of same, \$687 75	9,653 <b>0</b> 3	
406 cords of wood used by stationary engine, &c., &c.,		
For oil used by cars and engines,	2,025 52	
For waste and other material for cleaning,	281 05	
For salaries, wages and incidental expenses, chargea-	-11 500 04	
ble to passenger department,For salaries, wages and incidental expenses, chargea-	-11,533 04	
ble to freight department	14,006 96	
For gratuities and damages,	543 25	
For taxes and insurance,	2,062 44	
For ferries,For repairs of station buildings, acqueducts, fixtures,		
furniture,	9,7 <b>7</b> 3 <b>0</b> 0	
For renewals of iron, (laying down included else-	14,293 90	
where,	14,283 80	
rail taken up,		
each company,		
For amount paid other companies, as rent for use of		
their roads, specifying each company. Connecticut River Railroad Co.,	1,500 00	
For salaries of president, treasurer, superintendent,	-,	
law expenses, office expenses of the above offices.		
and all other expenses not included in any of the	0.50010	
foregoing items, Total miscellaneous,	9,50218	75,174 37
Total expenditures for working the road,		136,089 96
Total amount of interest paid during the year,		55,496 03
Income during the year.		
For Passengers:—		
<ol> <li>On main road, including branches owned by company,</li></ol>	68,776 70	
For Freight:—		
1. On main road, and branches owned by com-		
pany	132,358 06	
2 To and from other connecting roads,	6 000 00	
U. S. mails,	6,000 00	
\$513 00; Miscellaneous, \$1,045 59,	47,691 61	
Total income,	254,826 37	
Net cyrnings, after deducting expenses,	118,736 41	

### Dividends. -per cent. Total,.... Surplus not divided,.... Surplus last year,. ..... Total surplus, ..... Estimated Depreciation beyond the Renewals, viz:-Road and bridges,.....Buildings,.... Engines and cars,.... Mortgage Debts. Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report, Mortgage debt, paid since last report, Mortgage debt, increase of, since last report,..... See Funded Debt, Total present amount of mortgage debt,..... One mortgage on road, and one subsequent mortgage Number of mortgages on road and franchise, or any for about \$10,000 --- on property of the corporation,.... property since purchased.

The foregoing report is respectfully submitted by

THOMAS WHITTEMORE, JOHN J. SWIFT, D. N. CARPENTER, JAMES CHEEVER,

Directors of the Vermont and Massachusetts Railroad Corporation.

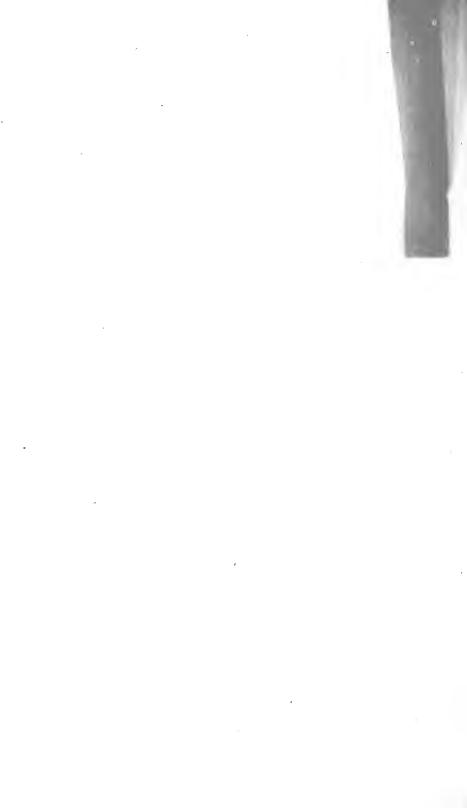
Boston, Dec. 26, 1860.

Suffolk, ss., December 26, 1860.

Then personally appeared Thomas Whittemore, John J. Swift, D. N. Carpenter and James Cheever, and severally made oath to the truth of the foregoing statement, by them subscribed, according to their best knowledge and belief.

Before

W. B. STEARNS. Justice of the Peace.



### TWENTY-SIXTH ANNUAL REPORT

OF THE

# WESTERN RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Report of the Western Railroad under the Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168 and 240.

Capital Stock		\$6,150,000 00
Number of Shares of capital stock issued	51,500	ψ0,100,000 00
Increase of Capital since last report	31,300	
	<b>\$</b> 5.150.000.00	
Capital paid in, per last report	φ3,130,000 00	
Capital paid in, since last report		5,150,000 00
Total Amount of Capital Stock paid in	6,125,520 00	3,130,000 00
Funded debt, per last report	0,123,320 00	
Funded debt, paid since last report	144,000 00-	
Funded debt, increase of, since last report	144,000 00-	6,269,520 00
Total present amount of funded debt	000 705 60	0,209,320 00
Floating debt, per last report	208,725 68	
Floating debt, paid since last report	208,725 68	
Floating debt, increase of, since last report	37	
Total present amount of floating debt	None.	4 040 500 00
Total present amount of funded and floating debt	41	6,269,520 00
Average rate of interest per annum paid during the year	About 5 1-2	•
Maximum amount of debts during the year		239,425 68
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report	\$3,491,365 36	
For graduation and masonry, paid during the past year		
Total amount expended for graduation and masonry		\$3,491,365 36
For wooden bridges, per last report	231,996 26	
For wooden bridges, paid during the past year		
Total amount expended for wooden bridges		231,996 26
Total amount expended for iron bridges (if any)	None.	
For superstructure, including iron, per last report	1,685,358 30	
For superstructure, including iron, paid during the past		
year		
Total amount expended for superstructure, including		
iron		1,685,358 30
For stations, buildings and fixtures, per last report	450,699 58	
For station, buildings and fixtures, paid during the past		
year		

Total amount expended for stations, buildings and fix-		450,699 58
For land, land damages and fences per last report For land, land damages and fences, paid during the past	298,200 70	•
year		
Total amount expended for land, land damages and fences		298,200 76
For locomotives, per last report	432,000 00	
For locomotives, paid during the past year		
Total amount expended for locomotives		432,000 00
For passenger and baggage cars per last report	73,544 55	
For passenger and baggage cars, paid during the past year		
Total amount expended for passenger and baggage cars		73,544 55
For merchandise cars, per last report	590,168 42	
or merchandise cars, paid during the past year,		
otal amount expended for merchandise cars		590,168 42
or engineering per last report	171,390 63	
or engineering, paid during the past year		171 000 69
or agencies and other expenses per last report	1,019,157 41	171,390 63
or agencies and other expenses paid during the past	1,010,107 41	
year		
Total amount expended for agencies and other ex-		1 010 10F 41
penses		1,019,167 41
Cotal cost of Albany and West Stockbridge Railroad, Cotal cost of Hudson & Boston and West Stockbridge		2,388,359 22
Railroad		196,838 98
otal cost of road and equipment		\$11,029,079 41
Amount of assets of property held by the corporation in addition to the cost of the road\$629,431 72		
Less dividends, accrued interests, &c 298,425 42		
331,506 30 Value of Sinking Funds\$2,281,633 65-		\$2,613,139 95
		Ψ2,010,103 33
CHARACTERISTICS OF ROAD.		
Length of road, (Western Road, 117 miles 4248 feet; Albany and West Stockbridge, 38 miles, 1180 feet,).	${156 \text{ miles } 14}$	8 feet.
Length of single main track	, 58 miles 453	1 feet.
Length of double main track	97 miles 897	
Length of branches owned by the company, stating whether they have a single or double track. Hudson		
and Boston Railroad	17 miles 174	2 feet, single.
Aggregate ength of sidings, and other tracks, excepting main tracks and branches	9 miles 3960	feet.
Weight of rail per yard, in main road	58 to 64 pour	nds per yard.
Veight of rail per yard, in branch roads		
specify the different weights per yard		0 11
Aaximum grade, with its length, in main road	83 feet—1 1-	2 miles.

Maximum grade, with its length, in branch roads  *Total rise and fall in main road.  Total rise and fall in branch roads.  Shortest radius of curvature, with length of curve, in main road.  Shortest radius of curvature, with length of curve, in branch roads.	4893 feet. 559 feet. 882 feet—490 feet long.
Total degrees of curvature in main road	6,370°
Total degrees of curvature in branch roads  Total length of straight line in main road  Total length of straight line in branches	62 miles 935 feet.
Aggregate length of wooden truss bridges.  Aggregate length of all other wooden bridges.  Aggregate length of iron bridges.  Whole length of road unfenced on both sides.	6,092 1-2 feet.
Number of public ways crossed at grade	109
Number of railroads crossed at grade	3
Way stations for express trains	3
Way stations for accommodation trains	36
Flag stations	4
Whole number of way stations	40
Whole number of flag stations	4
Doings during the Year.	
Miles run by passenger trains	359,564 701,455
Miles run by other trains	53,072
Total miles run	1,114,091
Number of passengers carried in the cars	617,882
Number of passengers carried one mile	25,852,612
Number of tons of merchandise carried in the cars	505,547
Number of tons of merchandise carried one mile  Number of passengers carried one mile to and from	43,311,064
other roads	17,089,312
roads	29,095,625
cluding stops	30 miles per hour.
senger trains, including stops and detentions	32 miles per hour.
Rate of speed adopted for accommodation trains Rate of speed actually attained by accommodation trains, including stops and detentions  Average rate of speed actually attained by special trains, including stops and detentions	Springfield & Wor. 28 miles & Alb. 22 "

^{*}This question has formerly been answered by giving one-half of the sum of the ascent to and descent from three of the principal elevations on the line of the road. We now answer the question as we believe the same question is answered by other Railroad Corporations, viz: by giving the whole sum of the ascent and descent made in passing over the road in either direction between Worcester and Albany.

Average rate of speed adopted for freight trains, including stops	15 miles per honr.	
Estimated weight in tons of passenger cars, (not inclu-	-	
ding passengers) hauled one mile		
Estimated weight in tons of merchandise cars, (not including freight) hauled one mile		
EXPENDITURES FOR WORKING THE ROAD.		
For renewals of iron, including laying down	\$103,474 76	
For repairs of road, maintenance of way exclusive of	100 100 00	
wooden bridges and renewals of iron	160,102 30	
For repairs of wooden bridges,	5,390 43	
For wages of switchmen, average per month, \$26		
For wages of gate-keepers, average per month, \$20		
For wages of signal men, average per month, \$20		
For wages of watchmen, average per month, \$30	•	
Number of men employed, exclusive of those engaged in construction	1,444 average No.	
For removing ice and snow, (this item to include all	1,111 arolago 1101	
labor, tools, repairs, and extra steam power used)	3,935 93	
For repairs of fences, gates, houses for signal men, gate	,	
keepers, switchmen, tool-houses	793 03	
Total for maintenance of way	27	3,696 45
Motive Power and Cars.		
For repairs of locomotives	63,446 06	
For new locomotives, to cover depreciation	20,000 00	
For repairs of passenger ears	17,373 28	
For new passenger ears, to cover depreciation	5,000 00	
For repairs of merchandise cars	80,156 87	
For new merchandise cars, to cover depreciation	7,000 00	
For repairs of gravel and other cars		
Total for maintenance of motive power and cars	19	2,976 21
Number of Engines	72	
Number of passenger ears	49	
Number of baggage cars	12	
Number of merchandise cars	1,057-8 wheel.	
Number of gravel cars	80	
MISCELLANEOUS.		
Coal used in Locomotives. 895 tons Cumberland	4,900 41	
For fuel used by engines during the year, viz:		
Wood, number of cords, 42,068. Cost of the same	162,446 70	
Coal, number of tons, (reckoning 2,240 lbs to the ton,)	0.609.76	
1988. Cost of same	9,602 76 24,040 <b>0</b> 2	
For waste and other material for cleaning	3,021 21	
For salaries, wages and incidental expenses, chargea-	0,021 21	
ble to passsenger department	040.004.00	
For salaries, wages and incidental expenses, chargeable to freight department	242,094 23	

			<del></del>
For gratuities and damages	6,663	32	
For taxes and insurance	9,942		
For ferries	20,174		
furniture.  For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each	22,929	56	
company  For amount paid other companies, as reut for use of their roads, specifying each company  For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items  Total Miscellaneous  Total expenditures for working the road  Total amount of interest paid during the year	20,607	84	\$526,423 6- 993,096 36
INCOME DURING THE YEAR.			
For Passengers:  1. On main road, including branches owned by company  2. To and from other roads, specifying what  For Freight:—	690,991	87	
<ol> <li>On main road and branches owned by company.</li> <li>To and from other connecting roads</li> </ol>	1,101,118	64	
U. S. Mails	34,900	00	
Rents and other sources	54,340	21-	\$1,881,350 75
Net earnings, after deducting expenses	348,223 50,000		\$888,254 49
DIVIDENDS.			
Eight per cent. Total	412,000	00	\$810,223 24
Sarplus not divided			\$78,031 18
Gain on Pittsfield and North Adams Railroad			769 20
Surplus last year			321,843 95
Total surplus			\$400,644 33
Estimated Depreciation beyond the Renewals, ${ m viz.}$			
Road and Bridges Buildings Engines and Cars.  MORTGAGE DEBTS.  Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report			•

Mortgage debt, paid since last report
Mortgage debt, increase of, since last report
Present amount of Mortgage debts
Number of Mortgages on road and franchise, or any
property of the corporation

## LIST OF ACCIDENTS UPON THE WESTERN RAIL ROAD FOR THE YEAR ENDING NOV. 30, 1860.

December 15, 1859.—Margaret Leahy was killed at West Springfield by the Engine of the Wood Train, she was lying upon the track.

December 19.—Two Frenchmen were killed while walking on the track between Hinsdale and Dalton by the Engine Louisville, names unknown.

January 31, 1860.—While the afternoon Express Train from Springfield to Boston was passing Wilbraham, an axle on the third passenger car in the train broke, throwing the car down the embankment, killing Simon Daly, a brakeman.

October 5.—The night Freight Train from Pittsfield to Albany killed Alfred French, an Englishman, who was lying on the track about three fourths of a mile west of Pittsfield.

October 23.—The evening Express Train from Springfield to Boston ran over Jeremiah Dunlap, who was lying on the track at Warren, killing him instantly.

November 14.—Richard Manser, an employee of the Road was killed at State Line while endeavoring to get upon a passenger train while in motion.

C. W. CHAPIN,
ROBERT CAMPBELL,
JOSIAH STICKNEY,
E. R. TINKER,
GEORGE A. SHAW,
E. C. SHERMAN,
IGNATIUS SARGENT,
WILLIAM H. SWIFT,
STEPHEN A. CHASE,

Directors of the Western Railroad.

#### COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

Boston, December 26, 1860.

Personally appeared before me C. W. Chapin, Robert Campbell, Josiah Stickney, E. R. Tinker, George A. Shaw, E. C. Sherman, Ignatius Sargent, and William H. Swift, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

STEPHEN FAIRBANKS, Justice of the Peace.

#### COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

Boston, December 26, 1860.

Personally appeared before me Stephen A. Chase, and affirmed that the above return by him subscribed, is true according to his best knowledge and belief.

STEPHEN FAIRBANKS, Justice of the Peace.

### ANNUAL REPORT

OF THE

### West Stockbridge Railroad Corporation

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Report of the West Stockbridge Railroad under the Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168 and 240.

	#80.000.00
Capital Stock	\$39,600 00
Number of Shares of capital stock issued	396
Increase of Capital since last report	20 200 00
Capital paid in, per last report	39,600 00
Capital paid in, since last report	
Total Amount of Capital Stock paid in	39,600 00
Funded debt, per last report	
Funded debt, paid since last report	
Funded debt, increase of, since last report	
Total present amount of funded debt	
Floating debt, per last report	
Floating debt, paid since last reportThe	e Corporation owes nothing.
Floating debt, increase of, since last report	
Total present amount of floating debt	
Total present amount of funded and floating debt	
Average rate of interest per annum paid during the year	
Maximum amount of debts during the year	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report	
For graduation and masonry, paid during the past year	
Total amount expended for graduation and masonry	
For wooden bridges, per last report	
For wooden bridges, paid during the past year	
Total amount expended for wooden bridges	
Total amount expended for iron bridges (if any)	
For superstructure, including iron, per last report	
For superstructure, including iron, paid during the past year	
Total amount expended for superstructure, including	
iron	
For stations, buildings and fixtures, per last report	
For station, buildings and fixtures, paid during the past	
year	

Total amount expended for stations, buildings and fix-		
tures  For land, land damages and fences per last report		
For land, land damages and fences, paid during the past		
year		
Total amount expended for land, land damages and		
fences		
For locomotives, per last report		
For locomotives, paid during the past year		
Total amount expended for locomotives		
For passenger and baggage cars per last report		
For passenger and baggage cars, paid during the past		
year		
Total amount expended for passenger and baggage cars		
For merchandise cars, per last report		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise ears		
For engineering per last report		
For engineering, paid during the past year		
Total amount expended for engineering		et .
For agencies and other expenses per last report		
For agencies and other expenses paid during the past year		
Total amount expended for agencies and other ex-		
penses		
Total cost of road and equipment		39,600 00
Total cost of road and equipment		39,600 00
Amount of assets of property held by the corporation		39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road		39,600 00
Amount of assets of property held by the corporation		39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.	2 3-4 miles.	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road	2 3-4 miles. 2 3-4 "	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road  Length of single main track  Length of double main track	1	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road  Length of double main track  Length of branches owned by the company, stating	1	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  CHARACTERISTICS OF ROAD.  Length of Road	1	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  CHARACTERISTICS OF ROAD.  Length of Road	1	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road.  Length of single main track.  Length of double main track.  Length of branches owned by the company, stating whether they have a single or double track.  Aggregate length of sidings, and other tracks, excepting main tracks and branches.	2 3-4 "	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  CHARACTERISTICS OF ROAD.  Length of Road	1	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road.  Length of single main track.  Length of double main track.  Length of branches owned by the company, stating whether they have a single or double track.  Aggregate length of sidings, and other tracks, excepting main tracks and branches.  Weight of rail per yard, in main road.  Weight of rail per yard, in branch roads.	2 3-4 "	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road.  Length of single main track.  Length of double main track.  Length of branches owned by the company, stating whether they have a single or double track.  Aggregate length of sidings, and other tracks, excepting main tracks and branches.  Weight of rail per yard, in main road.  Weight of rail per yard, in branch roads.  Specify the different weights per yard.	2 3-4 "	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road  Length of single main track.  Length of double main track.  Length of branches owned by the company, stating whether they have a single or double track.  Aggregate length of sidings, and other tracks, excepting main tracks and branches.  Weight of rail per yard, in main road.  Weight of rail per yard, in branch roads.  Specify the different weights per yard.  Maximum grade, with its length, in main road.	2 3-4 "	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road.  Length of single main track.  Length of double main track.  Length of branches owned by the company, stating whether they have a single or double track.  Aggregate length of sidings, and other tracks, excepting main tracks and branches.  Weight of rail per yard, in main road.  Weight of rail per yard, in branch roads.  Specify the different weights per yard.  Maximum grade, with its length, in main road.  Maximum grade, with its length, in branch roads	2 3-4 "	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road  Length of single main track.  Length of double main track.  Length of branches owned by the company, stating whether they have a single or double track.  Aggregate length of sidings, and other tracks, excepting main tracks and branches.  Weight of rail per yard, in main road.  Weight of rail per yard, in branch roads.  Specify the different weights per yard.  Maximum grade, with its length, in main road.	2 3-4 "	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  Characteristics of Road.  Length of Road.  Length of single main track.  Length of double main track.  Length of branches owned by the company, stating whether they have a single or double track.  Aggregate length of sidings, and other tracks, excepting main tracks and branches.  Weight of rail per yard, in main road.  Weight of rail per yard, in branch roads.  Specify the different weights per yard.  Maximum grade, with its length, in main road.  Maximum grade, with its length, in branch roads.  Total rise and fall in main road.	2 3-4 "	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  CHARACTERISTICS OF ROAD.  Length of Road	2 3-4 "	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road  CHARACTERISTICS OF ROAD.  Length of Road	2 3-4 "	39,600 00

Total degrees of curvature in main road......

Total degrees of curvature in branch roads.....

Total length of straight line in main road......

Total length of straight line in branches	
Aggregate length of wooden truss bridges	
Aggregate length of all other wooden bridges	
Aggregate length of iron bridges	
Whole length of road unfenced on both sides	
Number of public ways crossed at grade	4
Number of railroads crossed at grade	*
Remarks	
Way stations for express trains	The are and at all are a large
Way stations for accommodation trains	There are stations only at
Flag stations.	
Whole number of way stations	Stockbridge and State Line.
Whole number of flag stations	
Doings during the Year.	
Miles run by passenger trains	
Miles run by freight trains	
Miles run by other trains	
Total miles run	The road is under a lease
Number of passengers carried in the cars	
Number of passengers carried one mile	R. Companies, and therefore
Number of tons of merchandise carried in the carsv	ve have no data to enable us
Number of tons of merchandise carried one milea	inswer most of these questions.
Number of passengers carried one mile to and from other roads	•
Number of tons carried one mile to and from other roads	
Rate of speed adopted for express passenger trains, including stops	
Average rate of speed actually attained by express passenger trains, including stops and detentions	
Rate of speed adopted for accommodation trains Rate of speed actually attained by accommodation	
trains, including stops and detentions	
Average rate of speed actually attained by special trains, including stops and detentions	
Average rate of speed adopted for freight trains, including stops	
Estimated weight in tons of passenger cars, (not including passengers) hauled one mile	
Estimated weight in tons of merchandise cars, (not in-	
cluding freight) hauled one mile	
For renewals of iron, including laying down For repairs of road, maintenance of way exclusive of	
wooden bridges and renewals of iron	
For repairs of wooden bridges,	
For wages of switchmen, average per month,	
For wages of gate-keepers, average per month,	
For wages of signal men, average per month,	
For wages of watchmen, average per month,	

Number of men employed, exclusive of those engaged in construction.	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used)	
For repairs of fences, gates, houses for signal men, gate keepers, switchmen, tool-houses	
Total for maintenance of way	
Motive Power and Cars.	
For repairs of locomotives	The Corporation own no le
For new locomotives, to cover depreciation	comotives or ears.
For repairs of passenger cars	
For new passenger cars, to cover depreciation	
For repairs of merchandise cars	
For new merchandise cars, to cover depreciation	
For repairs of gravel and other cars	
Total for maintenance of motive power and cars	
Number of Engines	
Number of passenger cars	
Number of baggage cars	>
Number of merchandise cars	
Number of gravel cars	
MISCELLANEOUS.	
For fuel used by engines during the year, viz:	
Wood, number of cords, Cost of the same	
Coal, number of tons, (reckoning 2,240 lbs to the ton,)	
Cost of same	
For Oil used by engines and cars,	
For waste and other material for cleaning	
For salaries, wages and incidental expenses, chargea-	
ble to passsenger department	
For salaries, wages and incidental expenses, chargea-	
ble to freight department	
For gratuities and damages	
For taxes and insurance	•
For ferries	
For repairs of station buildings, acqueducts, fixtures farniture	•
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company	1
For amount paid other companies, as rent for use o their roads, specifying each company	f
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and al other expenses not included in any of the foregoing items	the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s

Total Miscellaneous.....

Total expenditures for working the road  Total amount of interest paid during the year  INCOME DURING THE YEAR.			
For Passengers:—  1. On main road, including branches owned by company  2. To and from other roads, specifying what			
For Freight:—  1. On main road and branches owned by company.  2. To and from other connecting roads			
U. S. Mails			
Total income		\$1,854	53
Net earnings, after deducting expenses		\$1,833	03
		#1 #00	00
Four and one-half per cent. Total		\$1,782	
Surplus not divided		51	03
Surplus last year		569	94
Total surplus		620	97
Estimated Depreciation beyond the Renewals, $_{\rm VIZ}.$			
Road and Bridges			
Buildings	Kept good.		
Engines and Cars			
Mortgage Debts.			
Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report			
Mortgage debt, paid since last report			
Mortgage debt, increase of, since last report			
Present amount of Mortgage debts			
Number of Mortgages on road and franchise, or any property of the corporation			

#### STATE OF NEW YORK.

COLUMBIA COUNTY, SS.

December 29, 1860.

Then personally appeared George H. Power, President, and made oath to the truth of the foregoing statement by him subscribed.

Before

DARIUS PECK,

Commissioner of Deeds in and for the City of Hudson, in said County and State.

H. W. TAFT, Lenox,
J. KNIFFIN, West Stockbridge,
S. SPENCER, do.
J. T. WATERMAN, Hudson,
GEO. H. POWER, do.

Directors of the West Stockbridge Railroad Corporation.



## REPORT

OF THE DIRECTORS OF THE

# Worcester & Nashua Railroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,		2,100,000.00
Number of shares of capital stock issued,	15,222	
Increase of capital, since last Report,	Nothing.	
Capital paid in, per last Report,		1,141,000.00
Capital paid in, since last Report,	Nothing.	
Total amount of capital stock paid in,		1,141,000.00
Funded debt, per last Report,	194,500.00	
Funded debt, paid since last Report,	44,500.00	
Funded debt, increase of, since last Report,	Nothing.	
Total present amount of funded debt,	150,000.00	
Floating debt, per last Report,	862.00	
Floating debt, paid since last Report,		
Floating debt, increase of, since last Report,	114.00	
Total present amount of floating debt,	976.00	
Total present amount of funded and floating debt,		150,976.00
Average rate of interest per annum, paid during the year,	6 per cent.	
Maximum amount of debts during the year, [\$226,136.00		
in December, 1859, including dividend declared and		
not paid.]		
	1	
Cost of Road and Equipment.	# 101 700 00	
For graduation and masonry, per last Report,	\$464,709.66	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		464,709.66
For wooden bridges, per last Report,	12,363.53	
For wooden bridges, paid during the past year,	Nothing.	*** *** ***
Total amount expended for wooden bridges, -		12,363.53
Total amount expended for iron bridges, (if any,) -	Nothing.	
For superstructure, including iron, per last Report, -	414,373.25	
For superstructure, including iron, paid during the past		
year,		
Total amount expended for superstructure, including		414.050.05
iron,		414,373.25
For stations, buildings and fixtures, per last Report,	79,467.95	
For stations, buildings and fixtures, paid during the past		
year,		
Total amount expended for stations, buildings and fix-		WO 40W 05
tures,		79,467.95
For land, land-damages, and fences, per last Report,	185,540.74	
For land, land-damages, and fences paid during the past		
year,		
Total amount expended for land, land-damages and		70F F10 F1
fences,		185,540.74
For locomotives, per last Report,	62,853.12	
For locomotives, paid during the past year, -		00 050 10
Total amount expended for locomotives,		62,853.12
For passenger and baggage cars, per last Report,	17,612.71	
For passenger and baggage cars paid during the past year,		15 010 51
Total amount expended for passenger and baggage cars,		17,612.71

For merchandise cars, per last Report,	60,495.81
For merchandise cars, paid during the past year, -	
Total amount expended for merchandise cars, -	60,495.81
For engineering, per last Report,	31,063.27
For engineering, paid during the past year,	
Total amount expended for engineering,	31,063.27
For agencies and other expenses, per last Report,	417.59
For agencies and other expenses, paid during the past	
year,	
Total amount expended for agencies and other expenses,	417.59
Total cost of road and equipment, -	1,328,897.63
Amount of assets or property held by the Corporation in	50 105 M1
addition to the cost of the road,	58,135.71
CTADA CENTRACIONA ON POAR	
CHARACTERISTICS OF ROAD.  Length of road,	45 60 100 miles
Length of single main track,	45 69-100 miles, 45 69-100 miles.
Length of double main track,	76-100 mile.
Length of branches owned by the Company, stating	10-100 mile.
whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting	Trone.
main tracks and branches,	8 50-100 miles.
Weight of rail, per yard, in main road,	56 to 57½ lbs.
Weight of rail, per yard, in branch roads, (specify the	00 10 012 150.
different weights per yard,)	56, 564, 562, 57, 574, 572.
Maximum grade, with its length, in main road,	) 48 48-100 ft. per mile for 3 44-
,,,,,,,,	48 48-100 ft. per mile for 3 44- 100 miles, and 52 8-10 ft. per mile for 800 feet.
Maximum grade, with its length, in branch roads, -	Have no branches.
Total rise and fall in main road,	1151 30-100 feet.
Total rise and fall in branch roads,	1101 00 100 1001
Shortest radius of curvature, with length of curve, in	
main road,	1146 for 86-100 miles.
Shortest radius of curvature, with length of curve, in	
branch roads,	
Total degrees of curvature, in main road,	2110° 47′
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	31 miles.
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	559 feet.
Aggregate length of all other wooden bridges,	335 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade, -	54
Number of railroads crossed at grade,	3
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	13
Flag stations,	1
Whole number of way stations,	13
Whole number of flag stations,	1
Doings during the Year.	
Miles run by passenger trains,	90,710
Miles run by freight trains,	87,320
Miles run by other trains,	2,823
Total miles run,	
Number of passengers carried in the ears, -	180,853 170,513
Number of passengers carried one mile,	3,139,870
Number of tons of merchandise carried in the ears,	110,315
Number of tons of merchandise carried one mile, -	2,460,020
Number of passengers carried one mile, to and from other	_,,
roads,	
Number of tons carried one mile, to and from other	
roads,	
Rate of speed adopted for express passenger trains, in-	
cluding stops,	

Average rate of speed actua	lly attained	by expres	s pas-	1	
senger trains, including	stops and de	tentions,	-		
Rate of speed adopted for a	ccommodation	ı trains,	-	23 miles per	hour.
Rate of speed actually attain		nodation t	rains.		
including stops and det			-		
Average rate of speed actual		y special t	trains,	•	
including stops and det			, ,		
Average rate of speed adopt	ea for freign	t trams, ii	iciua-	10 : 1	L
ing stops, - Estimated weight in tons of	nassangar as	re (not ir	- valnd	10 miles per	nour.
ing passengers) hauled		(1101 11	iciau-	2,600	
Estimated weight in tons		se cars (n	ot in-	2,000	
cluding freight) hauled		-	_	4,640	
0 0,	,			,	
EXPENDITURES FOR	Working th	E ROAD.			
For repairs of road, maint			sive of		
wooden bridges, and re-		n, -	-	\$8,391.61	
For repairs of wooden bridg			ζ-	1,295.25	
For wages of switchmen, av	erage per mo	ntn, \$31,	1 _:		
For wages of gate-keepers, a For wages of signal-men, av	verage per m	onu, ₩	Total.	2,472.01	
For wages of signal-men, ave	rage per mon	ուու, ֆ⊿1, th \$25	Ϊ́Ξ		
Number of men employed, e	xelusive of t	hose enge	,		
construction, -			5-4-111	About 140.	
For removing ice and snov	v, (this item	to inclu	de all		
labor, tools, repairs, and				837.72	
For repairs of fences, gates,	houses for si				
keepers, switchmen, too	l-houses,	-	-	343.49	
Total for maintenance of	way, -	-	-		13,340.08
Ma Da	a.				
Motive Pown	ER AND CARS			<b>#4.070.04</b>	
For repairs of locomotives, For new locomotives, to cov	or doprosistio		-	\$6,972.34	
For repairs of passenger cars		-	-	8,500.00 $2,885.13$	
For new passenger cars, to c		tion.	_	2,000.10	
For repairs of merchandise of		-	_	5,581.71	
For new merchandise cars, to		ciation.	-	0,001171	
For repairs of gravel and oth		<u> </u>	-	304.19	
Total for maintenance of r	notive power	and cars,	-	6	24,243.37
Number of engines,		-	- 1	11	
Number of passenger cars,		-	-	8	
Number of baggage cars,		-	-	4	
Number of merchandise cars	-		-	125	
Number of gravel cars,		•	-	20	
Miscell	ANEOUS.				
For fuel used by engines dur		viz.:			
Wood, number of cords,			same,	\$16,489.42	
Coal, number of tons, (1				# .,	
ton,) — Cost of sar		•	-	3,896.24	
For oil used by cars and eng		-	-	1,876.69	
For waste and other material				320.15	
For salaries, wages and incid	ental expense	s, chargea	ble to	10 / 70 0=	
passenger department,	ontal orman	a oberes	blo 4-	13,453.21	
For salaries, wages and incid freight department,	ciitat expense	s, chargea	nie to	16 169 70	
For gratuities and damages,		-	-	16,168.72	
For taxes and insurance,		-		636.10 $1,746.99$	
For ferries,	_	_	_	1,110.00	
For repairs of station buil-	dings, aqued	lucts, fixt	tures.		
furniture, -		_	-	5,185.16	
For renewals of iron, includ	ing laying do	wn,	-	19,893.50	
For new iron laid down, ded	ucting the va	alue of old	l iron		
taken up, -		-	-		
For amount paid other comp	panies, in toll	s for passe	ngers		
and freight carried on i	meir roads,	specurying	each		
company, -		-	- 1		

For amount paid other companies, as rent for use of their	1	
roads, specifying each company,		
For salaries of President, Treasurer, Superintendent,		
law expenses, office expenses of the above offices,		
and all other expenses not included in any of the		
foregoing items,	9,479.60	
Total miscellaneous,	3,413.00	89,145.78
Total expenditures for working the road,		126,729.23
Total amount of interest paid during the year,		9,228.24
INCOME DURING THE YEAR.		
For Passengers:	\$00 007 70	
1. On main road, including branches owned by company,	\$98,867.70	
2. To and from other roads, specifying what,		
For Freight:	105 040 00	
1. On main road and branches owned by company, -	125,840.02	
2. To and from other connecting roads,	4 00 7 00	
U. S. Mails,	4,625.00	
Rents, [and Express,]	3,133.91	
Total income,		232,466.63
Net earnings, after deducting expenses, [and interest,]		96,509.16
Dividends.		
\$4½ per Share. Total,	\$68,499.00	
	28,010.16	
Surplus not divided		
Surplus lost year [\$67.047.18 . \$50.000.00 of which has	20,010.10	
Surplus last year, [\$67,047.18; \$50,000.00 of which has	1	
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of,	17,047.18	45.057
Surplus last year, [\$67,047.18; \$50,000.00 of which has	1	45,057.
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18	45,057.
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18	45,057.
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18	45,057.
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,  ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.: Of road and bridges,  Buildings,	17,047.18	45,057.
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18	<b>45,057.</b> t
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,  ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.: Of road and bridges,  Buildings,	17,047.18	<b>45,057.</b> t
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18	<b>45,057.</b> !
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18	45,057. 1
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18	45,057. 1
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18	45,057.
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18	45,057. 1
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18 } 50,000.00 194,500.00 44,500.00	45,057. 1
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18 } 50,000.00 194,500.00 44,500.00 150,000.00	<b>45,057.</b> i
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18  } 50,000.00  194,500.00 44,500.00 150,000.00	45,057. 1
Surplus last year, [\$67,047.18; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of, Total surplus,	17,047.18 } 50,000.00 194,500.00 44,500.00 150,000.00	45,057. 1

GEORGE T. RICE, ALEX. DEWITT, JACOB FISHER, A. F. LAWRENCE, STEPHEN SALISBURY, F. H. KINNICUTT,

Directors of the Railroad Corporation.

WORCESTER, SS. December 24, 1860.

Then personally appeared George T. Rice, Alex. DeWitt, Jacob Fisher, Asa F. Lawrence, Stephen Salisbury, and F. H. Kinnicutt, and severally made oath that the foregoing statement by them subscribed, is true, according to their best knowledge and belief.

Before

T. W. HAMMOND, Justice of the Peace.

I, the subscriber, Commissioner of the Worcester and Nashua Railroad Company, appointed by the Governor of Massachusetts, having examined the foregoing Report, find it correct and approve the same.

#### THIRD

## ANNUAL REPORT

OF THE

# BOSTON AND CHELSEA RAILROAD,

TO THE

LEGISLATURE OF MASSACHUSETTS.

CHARLESTOWN:
PRINTED BY W. W. WHEILDON,
1861.



#### THIRD ANNUAL REPORT

OF THE

#### BOSTON AND CHELSEA RAILROAD.

Report of the Directors of the Boston and Chelsea Railroad Company, for the year ending November 30, 1860.

CONDITION OF THE COMPANY.	
Capital stock, fixed by charter,	\$300,000 00
Capital stock, as voted by the company,	\$140,000 00
Capital stock paid in, in cash,	The Road was built by
Capital stock paid in, in work and materials, by con-	contract for the above
tractors and others,	sum.
Funded debt,	None.
Floating debt	"
Total debt,	44
Amount of above debt secured by mortgage of the	
road and franchise, or any property belonging to	
the corporation, or standing in its name, -	None.
Number of mortgages on road and franchise, or any	110110.
property of the corporation, specifying the number	
and amount of mortgages on road and franchise,	
and each kind of property,	None.
Amount of assets on hand, exclusive of the road and	Tione.
equipment, and exclusive of all property on hand,	
used, or which is to be used, in running the road	
and keeping it in repair,	None.
and keeping it in repair,	rione.
COST OF THE ROAD.	
Amount expended for labor in excavating for the	
track, laying foundations and rails,	
Amount expended for timber for foundation, -	
Amount expended for iron and other metal for rails,	
chairs, spikes, or other articles, used in building the	{
road,	
Amount expended for paving,	
Amount expended for paving stones, -	
Amount expended for engineering,	This Road was built by
Amount expended for interest, salaries of officers	contract for the gross
during construction of road, and other expenses	sum of \$140,000, in-
not included in any of the above items, which	cluding all expenses.
have been included, on the books of the company,	cidding an expenses.
in the cost of the road, not including items of	
equipment or running expenses, as mentioned	
below,	
Total cost of road,	
Amount included in the present and in past years,	
among the running expenses for estimated or actual	
depreciation of the road,	
Net cost of road,	\$140,000 00
	<b>\$140,000 00</b>

This Road is under lease to the Malden and Melrose Railroad Co., who furnish the entire equipment.

CHARACTERISTICS OF THE ROAD.

Net amount at which the equipment stands charged

Length of single main track, Length of double main track Total length of road,

on the books of the company,

Length of branches owned by the company, stating whether they have a single or double track,

Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,

Total length of rail, - - - -

Weight of rail used, per yard, (specifying whether of cast or rolled iron,)

Maximum grade, per mile on road, with length of

grade,
Shortest radius of curvature, with length of curve,
Greatest length of single track on road between two
turnouts,

Total length of main track which is paved,

Expenditures for Working the Road.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement.

For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses.

For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company,

7,804 feet. 3,687 " 11,491 "

None.

862 feet. 16,040 feet.

56 lbs. Wrought iron.

184.8 feet; length 240 ft. Rd. 200 ft.; length 197 ft.

1888 feet.

The whole track is paved except Chelsea Bridge.

Road under lease as previously stated.

For wages, including	the was	ges of e	very pei	son reg	u-   )
larly employed, exc	cepting	the pre	sident,	director	rs,
superintendent, and	l treasu	rer.	_ ′	-	-
For interest, -	_	-	-	-	-   i
For taxes and insurar	nce.	_	-	-	- 1 1
For tolls paid other	compar	ies for	the right	ht to na	ssli
over their roads.	-	-	-		_
For rent paid other co	omnanie	e for us	e of the	ir roads	. 11
For provender—to inc	elnda e	net of h	av ma	in stra	w
or other articles	aged for	the fo	ay, gra	eddina	of
_	useu 10.	i the to	ou and t	cuuing	01
horses, -	- Haloa nu	- mabagad	- I dunina	the wee	, <u> </u>
For miscellaneous art such as harnesses,	blanket	ta 8.0	the year	of whi	ah
such as narnesses,	рганке	ls, &c.,	me use	in abad	on
continues for one o	r more	years—	and not	meruu	eu
in the cost of equip			1	1.0	-
For loss on horses-	–that is	to sa	y, the	ameren	ce
between the presen	it estima	ated vai	ue of t	ne nors	es
owned by the com	npany s	ubtracte	ed from	the es	t1-
mated value of tho					
of the year, added	to the	cost of	those	purchas	ed   >
during the year; or	r, if this	s is the	first rep	ort of t	he
company, then the	differer	ice betv	ween th	e estim	a-
ted value of the h	orses of	n hand	and the	eir cost	1
giving the present	average	estima	ted valu	e of ea	ch
horse, -	-	-	-	-	-
For incidental expen	ses-to	include	e printi:	ng, pres	si-
dent's, directors', t	treasure	r's and	superi	ntenden	t's
salaries, and all exp	penses	other th	an thos	e belon	g-
ing to the actual w	orking (	of the ro	ad.	-	~-   i
For all other expenses		-	_ ′	-	-
For amount charged	on the	compai	ov's boo	ks durii	ng
the year, for estima	ited or a	actual d	epreciat	ion of th	he
following property:		aotaar a	оргосии		
Cars, -		_	_	-	-11
Horses, -	_	_	-	_	_   i
Omnibuses, -	_	_	_	_	_ 11
Real estate, -	_		_	_	
Road, -	-	-	_	_	
	-	-	-	-	-
Other property,	-	-	-	-	-
Total,	-	-	-	•	-
Total expenses,	-	-	-	-	- 1)

Road under lease, as previously stated.

Total per centage of dividends for the year, -

Present surplus,

EARNINGS.

Received for rent from Oct. 1, 1859, to Oct. 1, 1860, \$5600, which was distributed in two dividends of 4 per ct. each on \$70,000 stock.

Miscellaneous.

Increase during the year—

Of capital stock, as fixed by the charter,
Of capital stock as voted by the company,
Of capital stock paid in,
Increase of funded debt during the year,
Increase of floating debt during the year,
Decrease of floating debt during the year,
Increase of floating debt during the year,
Decrease of floating debt during the year,
Increase of mortgage debt during the year,
Increase in cost of road during the year,
Increase in cost of road during the year,
Increase in cost of road during the year,
Increase in cost of road during the year,
Increase in cost of road during the year,
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Increase in cost of road during the year,
Increase in cost of road during the year,
Increase in cost of road during the year

Leased as previously stated.

Decrease in nominal cost of road, by amount charged for depreciation thereon, - - - - - Increase in cost of equipment during the year, including amount charged for depreciation thereon, - -

Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation,

List of accidents on road during the year,

WM. W. WHEILDON,
ESTES HOWE,
G. G. HUBBARD,
R. E. DEMMON,
JOHN LOW,
JOSEPH H. CONVERSE.
Directors of the Chelsea Railroad Company.

Boston, Suffolk, ss., Dec. 19, 1860.

Then personally appeared William W. Wheildon, Estes Howe, Gardner G. Hubbard, and Joseph H. Converse, and severally made oath to the truth of the foregoing statement, by them subscribed. Before

James C. Dunn, Justice of the Peace.





# REPORT

OF THE

## DIRECTORS

OF THE

# BROADWAY HORSE RAILROAD

COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1860

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE. 1860.



#### REPORT OF THE DIRECTORS

OF THE

# BROADWAY HORSE RAILROAD COMPANY.

For the year ending November 30, 1860. General Statutes, Chap. 63, Sects. 143, 144.

Condition of the Company.			
<ol> <li>Capital Stock, fixed by Charter,</li> <li>Capital Stock, as voted by the Company,</li> <li>Capital Stock paid in, in cash,</li> <li>Capital Stock paid in, in work and materials, by</li> </ol>	\$75,000 00 63,600 00	\$150,000	00
contractors and others,	_	-	
5. Funded debt,	_	-	
6. Floating debt,	_	-	
7. Total debt,	-	_	
8. Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name, .	_	_	
9. Number of mortgages on road and franchise, or any property of the corporation, specifying the			
number and amount of mortgages on road and franchise, and each kind of property, . '.  10. Amount of assets on hand, exclusive of the road	_	-	
and equipment, and exclusive of all property on hand, used, or which is to be used, in run- ning the road and keeping it in repair, .	140 96		
Cost of the Road.			
<ol> <li>Amount expended for labor in excavating for the track, laying foundation and rails,</li> <li>Amount expended for timber for foundation,</li> <li>Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road,</li> <li>Amount expended for paving,</li> </ol>	\$54,599 10		
<ul> <li>15. Amount expended for paving stones,</li> <li>16. Amount expended for engineering,</li> <li>17. Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as</li> </ul>			
mentioned below,	8,870 36		
18. Total cost of road,	1	\$63,469	46
19. Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road,	_	_	
20. Net cost of road,	_	63,469	46
,		33,-30	

#### COST OF EQUIPMENT. 21. Number of cars and cost, . Number of horses and cost, 23. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company, 24. Cost of land and buildings thereon when purchased 25. Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company, Road leased. Equipment 26. Cost of other articles of equipment, (specifying furnished by lessees. what,) Total cost of equipment, 28. Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items, 29. Net amount at which the equipment stands charged on the books of the Company, . CHARACTERISTICS OF THE ROAD. 30. Length of single main track, 9110 feet. 31. Length of double main track, 6366 feet. Total length of road, 15,446 feet. 33. Length of branches owned by the Company, stating whether they have a single or double track, 34. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, 400 feet. 35. Total length of rail, . 44,664 feet. 36. Weight of rail used, per yard, (specifying whether or cast or rolled iron,) . 55 lbs. 37. Maximum grade, per mile, on road, with length of 332 feet, and 320 feet. grade, 38. Shortest radius of curvature, with length of curve, 45 feet. 39. Greatest length of single track on road between two turnouts, 1620 feet. 40. Total length of main track which is paved, All paved. Doings during the Year. 41. Total number of miles run during the year, 42. Number of passengers carried in the cars, 43. Rate of speed adopted, including stops and deten-44. Rate of speed actually attained, including stops and detentions, . 45. Number of persons employed, regularly, (specifying the occupations of each,) No return from lessees. 46. Total number of trips run during the year, 47. Average number of passengers each trip, .

Expenditures for Working the Road.

48. For repairs of road, including repairs of foundation, renewals of iron, and renewals of pave-

 For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses,

ment,

<ul> <li>50. For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company,</li> <li>51. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,</li> <li>52. For interest,</li> <li>53. For taxes and insurance,</li> <li>54. For tolls paid other companies for the right to pass over their roads,</li> <li>55. For rent paid other companies for use of their roads,</li> <li>56. For provender, — to include cost of hay, grain, straw, or other articles used for the food and</li> </ul>	
bedding of horses,	
57. For miscellaneous articles purchased during the year—such as harnesses, blankets, &c., the use of which continues for one or more years—and not included in the cost of equipment, .	
58. For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the dif-	No return from lessees.
ference between the estimated value of the horses on hand and their cost—giving the pres-	
ent average estimated value of each horse.	
59. For incidental expenses,—to include printing, president's, directors', treasurer's, and superintendent's salaries, and all expenses other than those belonging to the actual working of the road,	
<ul> <li>60. For all other expenses,</li> <li>61. For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property: —</li> </ul>	
Cars, \$ Horses,	
Omnibuses, .	
Real estate,	
Road,	
Other property,	
Total,	
62. Total expenses,	J
EARNINGS.	
63. Received from passengers in cars and omnibuses, and for tickets sold,	
64. From other roads, as toll or rent for use of road,	
65. From United States mails,	l i
66. For sales of manure,	No material from Joseph
67. From other sources, 68. Total earnings,	No return from lessees.
69. Net earnings, after deducting expenses,	
70. Surplus earnings of previous year, on hand,	
71. Net earnings, as above,	
72. Total surplus for payment of dividends, .	J

1077-10	Two.	Dividends declared, during the year,
\$10 4		. Present surplus,
		Miscellaneous.
		. Increase during the year —
-	_	Of capital stock, as fixed by the charter,
	\$15,000 00	Of capital stock, as voted by the Company, .
	10,000 00	Of capital stock, paid in,
-		. Increase of funded debt, during the year,
-	_	. Increase of floating debt, during the year,
-	-	. Decrease of funded debt, during the year,
-	_	. Decrease of floating debt, during the year,
-	-	. Increase of mortgage debt, during the year,
-	-	. Decrease of mortgage debt, during the year,
		. Increase in cost of road, during the year, including
	10,066 78	amount charged for depreciation thereon,
		. Decrease in nominal cost of road, by amount
ries	-	charged for depreciation thereon,
		. Increase in cost of equipment, during the year,
		including amount charged for depreciation
-	**	thereon,
		. Decrease in cost of equipment, by sale of any por-
		tion thereof, or by amount charged for deprecia-
-	~	tion,
	~	List of accidents on road during the year, .

SETH ADAMS, HENRY SOUTHER, D. L. BRADFORD, S. G. HOWE, GEO. H. EVERSON,

Directors of the Broadway Horse Railroad Co.





### RETURNS

OF THE

## CAMBRIDGE RAILROAD COMPANY

AND THE

## UNION RAILWAY COMPANY,

TO THE

Secretary of the Commonwealth of Massachusetts,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

CAMBRIDGE:
WELCH, BIGELOW, AND COMPANY,
PRINTERS TO THE UNIVERSITY.
1860.



#### CAMBRIDGE RAILROAD COMPANY.

THE FIFTH RETURN OF THE CAMBRIDGE RAILROAD COMPANY
TO THE SECRETARY OF THE COMMONWEALTH OF MASSACHUSETTS, — FOR THE YEAR ENDING NOVEMBER 30, 1860, UNDER ACTS OF 1857, CHAPTERS 40 AND 240.

	I .
Condition of the Company.	
Capital Stock, fixed by charter,	\$ 300,000.00 300,000.00
<del></del>	
Capital Stock paid in, in cash,	6,000.00
tractors and others,	294,000.00
Total,	\$300,000.00
	(See Remarks preceding the Return of this Company for the year 1857.)
	4.5.000
Funded debt,	\$174,600.00 None.
Total debt,	\$ 174,600.00
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,	\$150,000.00
<u> </u>	
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property.	One on the road to secure \$ 150,000 of the funded debt, as above.
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road	N. akin
and keeping it in repair,	Nothing.

COST OF THE ROAD.	
This road was built by contract, for the sum of .	\$464,600.00
The expenditures, for additional work beyond that specified in the contracts, have been as follow:—	
For alterations of road, lengthening switches and turnouts, &c., &c.,	
Total cost of the road,	\$481,377.14
Amount included, in the present and in past years, among the running expenses for estimated or actual depreciation of the road,	Nothing. \$481,377.14
CHARACTERISTICS OF THE ROAD.	·
Length of single main track,	6,952 feet. 18,403 feet.
Total length of road, Length of branches owned by the Company, stating whether they have a single or double track. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	25,355 feet. 31,511 feet. — All single track. 4,646 feet.
Total length of rail,	61,512 feet. The total length of rail on this road is equal to that of a single track road, 15 715-5280 miles in length. Rolled Iron. — Grooved
Weight of rail used, per yard, specifying whether of cast or rolled iron.	rail, 64 and 62 lbs. per yard. — T rail 33 lbs. per yard.
Maximum grade, per mile, on road, with length of grade.  Shortest radius of curvature, with length of curve, Greatest length of single track on road between two turnouts.  Fotal length of main track which is paved,	(209 11-21 feet per mile; 630 feet in length, in Cambridge St., Boston. 40 feet; 17 feet in length. 3,290 feet, in River Street Branch. All the main track is paved.

Miscellaneous.	
Increase during the year,—	
Of capital stock as fixed by charter, Of capital stock as voted by the company, Of capital stock paid in,	Nothing. Nothing. Nothing.
Increase of funded debt, during the year, Increase of floating debt, during the year,	Nothing. Nothing.
Decrease of funded debt, during the year, Decrease of floating debt, during the year,	Nothing. Nothing.
Increase of mortgage debt, during the year, Decrease of mortgage debt, during the year,	Nothing. Nothing.
Increase in cost of road, during the year, including amount charged for depreciation thereon, Decrease in nominal cost of road, by amount charged for depreciation thereon,	Nothing.

The entire road owned by this Company is under lease to the Union Railway Company, who pay as rent therefor nine per cent. per annum on the capital stock of this Company, the interest on its debt, and two per cent. per annum on the mortgage debt, as a sinking fund for its payment. The road being equipped, operated, and kept in repair by the Union Railway Company, reference is made to its return for replies to the interrogatories, in the blank form of return furnished by the Secretary of the Commonwealth, under the heads of Cost of Equipment, Doings during the Year, Earnings, Expenditures for Working the Road, and List of Accidents.

An extension of the road has been partially constructed this year, but as it is incomplete and not in use, and the accounts are not adjusted, no account of it is taken in this report.

A statement of the present condition of the Sinking Fund, for the redemption of the Company's Mortgage Bonds, is appended to the Return.

Respectfully submitted, by

GARDINER G. HUBBARD, CHARLES C. LITTLE, W. A. SAUNDERS, ESTES HOWE,

Directors of the Cambridge Railroad Company.

#### Commonwealth of Massachusetts.

MIDDLESEX SS.

CAMBRIDGE, December 27, 1860.

Then personally appeared the above-named Gardiner G. Hubbard, Charles C. Little, W. A. Saunders, and Estes Howe, and made oath that the foregoing Return, by them signed, is true to the best of their knowledge and belief.

Before me,

J. B. DANA, Justice of the Peace.

STATEMENT OF THE CONDITION OF THE SINKING FUND FOR THE REDEMPTION OF THE MORTGAGE BONDS OF THE CAMBRIDGE RAILROAD COMPANY.

In pursuance of the 24th Chapter of the Laws of Massachusetts, 1855, the Trustees of the Sinking Fund for redemption of the Bonds (to the amount of one hundred and fifty thousand dollars) issued by the Cambridge Railroad Company, have received fifteen thousand seven hundred and fifty-six dollars and forty-seven cents, and have advanced to said Fund four dollars and twenty-six cents, all of which has been invested in thirty-eight of said Bonds, of the amount of nineteen thousand dollars, said railroad being mortgaged to said trustees as security for said Bonds, and payments of interest thereon.

WILLARD PHILLIPS, for himself,
and also for
Z. L. RAYMOND,
and
HENRY POTTER,

Trustees.

Boston, December 1, 1860.

#### TRUSTEES' RECEIPTS.

	As per statement appended to the Return of the Cam-	
•	bridge Railroad Company, Nov. 30, 1859,	\$ 11 975 00
April 1, 1860.	From the Cambridge Railroad Company, 1 per cent. on	Ψ 11,010.00
April 1, 1000.	amount of Bonds issued,	1,500.00
Oct. 1, 1860.	From the Cambridge Railroad Company, 1 per cent. on	
•	amount of Bonds issued,	1,500.00
		\$ 14,975.00
	Interest collected, less reimbursement to Trustees, .	781.47
	Cash advanced by the Trustees,	4.26
		\$15,760.73
	1	# 15 000 00
	ds purchased by the Trustees, as per last statement,	\$ 15,000.00
Amount of Bor	ids purchased by the Trustees since last statement, .	4,000.00
Amount of	Bonds held by the Trustees,	\$19,000.00
Less cash advar	need by the Trustees,	4.26
Present am	ount of the fund towards the payment of the \$150,000	
issued.		\$ 18,995.74

## UNION RAILWAY COMPANY.

THE FIFTH RETURN OF THE UNION RAILWAY COMPANY TO THE SECRETARY OF THE COMMONWEALTH OF MASSACHU-SETTS,—FOR THE YEAR ENDING NOVEMBER 30, 1860, UNDER ACTS OF 1857, CHAPTERS 40 AND 240.

CONDITION OF THE COMPANY.

Capital Stock, fixed by Charter, . . . Capital Stock, as voted by the Company,

Capital Stock paid in, in cash, Capital Stock paid in, in work and materials, by contractors and others,

Funded debt, Floating debt,

Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,

Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property, \$ 200,000.00 160,000.00

The amount of capital paid in is \$160,000. Of this amount \$20,145.28 is in notes of the stockholders, secured by pledge of stock.

There is no mortgage on the franchise or any of the property of the company excepting its real estate.

The debt is as follows: --

\$24,589.60 Balance due on purchases of sundry parcels of real estate, secured by four mortgages and a pledge of the same.

49,300.18 Other debt, which includes the amount of notes payable unsecured; amount due to the stock and bondholders of the Cambridge Railroad Company for accrued rent, not yet payable; the balances of all personal accounts, and the amount of all unsettled bills, for work performed and materials furnished previous to November 30, 1860.

\$ 73,889.78 Total debt.

forth,

Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property, on hand, used, or which is to be used, in running the road and keeping it in repair,

Available assets, . . Besides stockholders'notes \$ 57,975.62 as before mentioned, for . 20,145.28 And an interest in the Sinking Fund for the redemption of the Mortgage Bonds of the Cambridge Railroad Company, which, by a statement from the Trustees of said fund appended to the return of said Company, is 18,995.74 Total, exclusive of the equipment and other prop-

erty as is hereinafter set \$97,116.64

COST OF EQUIPMENT.	
Number of cars and cost,	54 cars, valued at \$ 35,444.41 ( 305 horses, val-
Number of horses and cost,	ued at \$112.50 each, 34,312.50
Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company, Cost of land and buildings thereon when purchased, Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned	Valued at . 500.00 48,956.59
by the Company,  Cost of other articles of equipment (specifying what:  Harnesses, blankets, &c., tools, stable furniture, materials to be used in repairing the roads and	Valued at . 10,901.31
equipment, office furniture, and provender on hand, In addition to the above sums, there has been expended and charged to the equipment account, at various times since the Company was organized, for sundry items connected with its operations, including loss on old omnibuses, horses, &c., construction of switches, turn-outs, tracks to car-houses, &c.,	
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items.	The equipment of the Company being entered on its books at the appraised value, and not at its cost, charges for depreciation are unnecessary. For an explanation of the plan adopted by the Company in keeping its accounts in this respect, see its returns for the years 1857 and 1858.
Net amount at which the equipment stands charged on the books of the Company,	

Doings during the Year.	
Total number of miles run during the year,  Number of passengers carried in the cars,  Rate of speed adopted, including stops and detentions,  Rate of speed actually attained, including stops and	662.853 *2,872,470 8 miles per hour.
detentions,	8 miles per hour. 1 President, 1 Treasurer, 1 Clerk, 1 Superintendent, 1 Clerk to do., 4 Overseers of Stables, 41 Conductors,† 2 Starters, 40 Drivers, 3 Mech'ics, Car Repa's,
Number of persons employed, regularly (specifying the occupations of each),	1 " Harn'ss Ma., 8 " Blacksmiths, 2 " Painters, 4 Watchmen, 29 Hostlers, 7 Switchmen, 16 Roadmen,
	162 persons regularly employed Nov. 30, 1860.
Total number of trips run during the year,	91,077
Average number of passengers each trip,	$\begin{cases} 31.53, \text{ or about } 15\frac{1}{2} \text{ each} \\ \text{way.} \end{cases}$
EARNINGS.	
Received from passengers in cars and omnibuses, and for tickets sold,	\$ 200,490.02
From United States mails,	750.00 1,255.50
From other sources,	937.88
Total earnings,	Ψ 200,100.10
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, .	\$ 3,653.09
For general repairs, including repairs of cars, omnibuses, and harnesses, and for shoeing horses, .  For repairs of real estate, including repairs of buildings	5,883 99
used as stables, offices, or for any other purposes, by the Company,	142.21
Amount carried forward,	\$ 9,679.29
	1

^{*} This includes passengers carried over the Cambridge Road to Watertown, Brighton, and West Cambridge.
† Of this number, 5 conductors are employed by this Company in connection with the lessee of the Newton Railroad (to Brighton), and 4 others in connection with the lessee of the West Cambridge Road.

Amount brought forward,	\$ 9,679.29
larly employed, excepting the President, Directors, Superintendent, and Treasurer,	
their roads,  For rent paid other companies for use of their roads,  For provender,—to include cost of hay, grain, straw,  or other articles used for the food and bedding of	Nothing 39,276.00
horses,	37,092.36
which continues for one or more years, — and not included in the cost of equipment For loss of horses, — that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated	28.00
value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost,—giving the present average estimated value of each horse.	Each horse valued at \$ 112.50, 4,597.25
of each horse.  For incidental expenses, — to include Printing, President, Directors, Treasurer, and Superintendent's salaries, and all expenses other than those belonging to the actual working of the road,  For all other expenses,	6,263.81
following property:— Cars,	See remarks un- der the head- ing of "Cost of Equipment."
Total expenses,	\$186,392.54
Total earnings for the year,	\$ 203,433.40
year,	186,392.54
Net carnings after deducting expenses, Surplus earnings of previous year, on hand,	\$ 17,040.86 1,161.01
Dividends declared during the year,	\$ 18,201.87 16,000.00
Total percentage of dividends for the year, Present surplus,	10 per cent \$ 2,201.87

#### MISCELLANEOUS.

Increase during the year,—
Of capital stock, as fixed by the charter,
Of capital stock, as voted by the Company,
Of capital stock paid in,

Increase of funded debt, during the year, Increase of floating debt, during the year,

Decrease of funded debt, during the year, Decrease of floating debt, during the year,

Increase of mortgage debt, during the year, Decrease of mortgage debt, during the year,

Increase in cost of equipment, during the year, including amount charged for depreciation thereon,

Nothing.

The decrease during the year of debt secured by mort-

gage on the horses is \$5,000.01 The decrease during the year

. . 1,469.04

of debt secured by mortgage of real estate is .

+ \$6.460.05

Total decrease of secured debt, \$6,469.05 The increase during the year of unsecured debt is . 11,986.90

\$ 5,517.85

Net increase of debt, during the year, . .

\$ 4,131.17

Nothing.

#### LIST OF ACCIDENTS ON ROADS DURING THE YEAR.

January 10, 1860. A man in jumping off the front end of a car, contrary to the rules of the Company, missed his footing and fell under the wheels, which so crushed one of his legs that amputation was necessary.

The roads operated by this Company being owned by the Cambridge Railroad Company and the Waltham and Watertown Railroad Company, reference is made to the returns of those Companies for replies to the interrogatories included in the blank form of return received from the Secretary of the Commonwealth, under the headings of "Cost of the Road" and "Characteristics of the Road."

Respectfully submitted, by

JAMES W. EMERY, H. H. STIMPSON, GARDINER G. HUBBARD, CHARLES C. LITTLE, W. A. SAUNDERS, ESTES HOWE,

Directors of the Union Railway Company.

#### Commonwealth of Massachusetts.

MIDDLESEX SS.

CAMBRIDGE, December 27, 1860.

Then personally appeared the above-named James W. Emery, H. H. Stimpson, Gardiner G. Hubbard, Charles C. Little, W. A. Saunders, and Estes Howe, and made oath that the foregoing Return, by them signed, is true, to the best of their knowledge and belief.

Before me,

J. B. DANA, Justice of the Peace.

## FIRST ANNUAL REPORT

OF THE

# Cliftondale Railroad Company.

FOR THE YEAR ENDING NOVEMBER 30, 1860.

CONDITIONS OF THE COMPANY.	
1. Capital Stock, fixed by charter,	\$150,000
2. Capital Stock as voted by the Company,	50,000
3. Capital Stock as voted by the company,	30,100
	30,100
4. Capital Stock paid in, in work and materi-	No.
als, by contractors and others,	None.
5. Funded debt,	25,000
6. Floating debt,	None.
7. Total debt,	25,000
8. Amount of above debt secured by mort-	
gage on the road and franchise, or any	
property belonging to the corporation,	
or standing in its name,	25,000
9. Number of mortgages on the road and fran-	One mortgage on the rail-
chise, or any property of the corpora-	road from the line divid-
tion, specifying the number and amount	ing Lynn & Sangus, to its intersection with Malden
of mortgages on road and franchise, and	and Melrose railroad for
each kind of property,	J \$25,000.
10. Amount of assets on hand, exclusive of the	5
road and equipment, and exclusive of	
all property on hand, used, or which is	None.
to be used, in running the road and	
keeping in repair,	J
CHARACTERISTICS OF THE ROAD.	
no Tanati of dayle main tools	25 CO7 Front
30. Length of single main track,	35,607 feet.
31. Length of double main track,	None.
32. Total length of road,	35,607 feet.
33. Length of branches owned by the Compa-	
ny, stating whether they have a single	27
or double track,	None.
34. Aggregate length of switches, sidings, turn-	
outs and other track, excepting main	_
track and branches,	529 feet.
35. Total length of rail,	72,270 feet.
<del>-</del>	∫ Rol'd, 7 1-2 lbs.—a strap
36. Weight of rail used, per yard, (specifying	rail, bolted & spiked up-
whether of cast or rolled iron,) -	on longitudinal timbers.
<i>''</i>	Cast iron, 80 lbs.
37. Maximum grade, per mile on road, with	
length of grade,	211 feet for 400 feet.
38. Shortest radius of curvature, with length of	
curve,	75 feet for 113 feet.
39. Greatest length of single track on road be-	1
tween two turnouts,	About 11,000 feet.
40. Total length of main track which is paved,	None.
The second of many truck which is partitly	_,

This Company have had granted to them locations by the Selectmen of Malden and Saugus, and have put their Railroad under contract. The Contractor has laid the main track from its intersection with the Railroad of the Malden and Melrose Railroad Company, in South Malden, to the line dividing Saugus and Lynn, and is putting in switches and turn-outs, and doing other work on the road necessary to prepare it for running. An agreement has been made with the Malden and Melrose Railroad Company to run the road when ready for use. In its present state it is impossible to give specific returns beyond those above given.

A. W. BOARDMAN, EBENEZER W. STONE, JAMES M. STONE, GEORGE O. BRASTOW, A. E. JOHONNOT,

Directors of the Cliftondale Railroad Company.

SUFFOLK SS., December 31, 1860.

Then personally appeared A. W. Boardman, E. W. Stone, James M. Stone, George O. Brastow, and A. E. Johonnot, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before

WM. J. EAMES, Justice of the Peace.

## THIRD ANNUAL REPORT

OF THE

# DORCHESTER RAILWAY

COMPANY.

1860.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1860.

#### REMARKS.

The Dorchester Railway Company was organized under the provisions of Chapter 279 of the Acts of the year 1856, and purchased the corporate property of the Dorchester Avenue Railroad Company at a sale ordered by a decree of the Supreme Judicial Court, in January, 1858. The road has been leased to Messrs. Gore, Rose & Company, of Boston, who purchased the entire equipment, and have run the cars and the line of coaches connected therewith, since June 1, 1858, on their own account, paying a rent equal to eight per cent. per annum on the amount of stock outstanding, and also the taxes and insurance on the buildings. They are also bound under their lease to make good any depreciation in the road, and to keep it throughout in perfect repair. During the year 1860, a branch has been built, (under contract with the Dorchester Extension Railway Company for that part of it lying in Dorchester,) extending from the main road at Washington Village, in South Boston, to Washington The total cost of this branch was \$18,200.00. A double Street, in Dorchester. track in South Boston, from Broadway to Washington Village, has been in part laid down, and will probably be completed for use in the spring of 1861.

#### THIRD ANNUAL REPORT

OF THE

# DORCHESTER RAILWAY COMPANY.

For the year ending November 30, 1860, under the General Statutes, Chapter 63.

	CONDITION OF THE COMPANY.	
2. 3.	Capital Stock, fixed by Charter, Capital Stock, as voted by the Company, Capital Stock paid in, in cash, Capital Stock paid in, in work and materials, by	\$300,000 00 \$106,100 00 94,565 37
	contractors and others,	10,734 63 None.
8.	Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,	None.
	Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property.  Amount of assets on hand, exclusive of the road and exclusive and each and exclusive of all property.	None.
	and equipment, and exclusive of all property on hand, used, or which is to be used, in run- ning the road and keeping it in repair, .	\$1,011 50
	COST OF THE ROAD.	4
12. 13. 14. 15.	Amount expended for labor in excavating for the track, laying foundation and rails, Amount expended for timber for foundation, . Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road,	The original cost of construction is the same as returned by the Dorchester Avenue Railroad Company, of whom it was purchased after its completion, viz.: \$118, 150.42, to which add cost of new branch built in 1860, under contract, \$18,200.00
18. 19.	mentioned below, Total cost of road, Amount included in the present and in past years,	\$136,350 42
	among the running expenses for estimated or actual depreciation of the road,  Net cost of road,	<u> </u>

COST OF EQUIPMENT.	
<ul> <li>21. Number of cars and cost,</li> <li>22. Number of horses and cost,</li> <li>23. Cost of omnibuses, sleighs and other vehicles, ex-</li> </ul>	21.—\$14,143 00 141.— 15,510 00
cepting cars, owned by the Company, 24. Cost of land and buildings thereon when purchased	\$5,399 00
25. Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,	3,873 68
26. Cost of other articles of equipment, (specifying what,)	_
<ol> <li>Total cost of equipment,</li> <li>Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,</li> </ol>	
29. Net amount at which the equipment stands charged on the books of the Company,	The road being under lease all the equipment ex cept the real estate, be longs to the lessees.
CHARACTERISTICS OF THE ROAD.	
<ul> <li>30. Length of single main track,</li> <li>31. Length of double main track,</li> <li>32. Total length of road,</li> <li>33. Length of branches owned by the Company, stating whether they have a single or dcuble track,</li> <li>34. Aggregate length of switches, sidings, turnouts,</li> </ul>	25,200 feet. None. As above.  13,524 feet of single track.
and other track, excepting main track and branches,  Total length of rail,  6. Weight of rail used, per yard, (specifying whether of cast or rolled iron,)  7. Maximum grade, per mile, on road, with length of grade,	2,661 feet. 41,385 feet. 45 lbs. on main track, 33 lbs on branch. Rolled iron. 316.80 feet per mile, for 10 feet in length. The curve at the foot of Summer Street, in Bos
38. Shortest radius of curvature, with length of curve,	ton, is a compound curve and, taken as a whole, ha a radius of 122.15 feet and is 111.02 feet long the shortest radius of an 50 feet of it is 89.80 feet
39. Greatest length of single track on road between two turnouts,	3383 feet. (The entire main track is
0. Total length of main track which is paved,	paved; the branch is unpaved, except at street of other crossings.
Doings during the Year.	-
(As returned by the Lessees.)	
<ol> <li>Total number of miles run during the year,</li> <li>Number of passengers carried in the cars,</li> <li>Rate of speed adopted, including stops and detentions,</li> </ol>	221,872. About 765,409.
4. Rate of speed actually attained, including stops and detentions,	About 7 miles per hour.
5. Number of persons employed, regularly, (specifying the occupations of each,)	61, viz.: 15 conductors, 17 drivers, 12 shop hands 15 stablers, 5 track-men

	1
46. Total number of trips run during the year, 47. Average number of passengers each trip, .	23,355 32
EXPENDITURES FOR WORKING THE ROAD.	f
48. For repairs of road, including repairs of foundation, renewals of iron, and renewals of pave-	Made by Lessees.
49. For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses,	Made by Lessees.
50. For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company,	
51. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	
52. For interest,	
53. For taxes and insurance,	l i
54. For tolls paid other companies for the right to pass over their roads,	
55. For rent paid other companies for use of their roads,	
56. For provender,—to include cost of hay, grain, straw, or other articles used for the food and	
bedding of horses, 57. For miscellaneous articles purchased during the	None.
year — such as harnesses, blankets, &c., the use of which continues for one or more years — and	
not included in the cost of equipment,.  58. For loss on horses—that is to say, the difference	
between the present estimated value of the horses owned by the Company subtracted from	
the estimated value of those on hand at the	li
commencement of the year, added to the cost	
of those purchased during the year; or if this	
is the first report of the Company, then the dif- ference between the estimated value of the	
horses on hand and their cost—giving the pres-	1
ent average estimated value of each horse.	l j
59. For incidental expenses, — to include printing,	-
president's, directors', treasurer's, and superin-	
tendent's salaries, and all expenses other than those belonging to the actual working of the	
road,	\$254 86
60. For all other expenses,	23 00
61. For amount charged on the Company's books dur-	
ing the year, for estimated or actual deprecia-	
tion of the following property:	
Cars,	
Omnibuses,	
Real estate,	
Road,	
Other property,	
Total,	жомм о
62. Total expenses,	\$277 8
EARNINGS.	
63. Received from passengers in cars and omnibuses, and for tickets sold,	

64. From other roads, as toll or rent for use of road, 65. From United States mails, 66. For sales of manure, 67. From other sources, 68. Total earnings, 69. Net earnings, after deducting expenses, 70. Surplus earnings of previous year, on hand, 71. Net earnings, as above, 72. Total surplus for payment of dividends, 73. Dividends declared, during the year, 74. Total percentage of dividends, for the year, 75. Present surplus,	\$6,536 00
Miscellaneous.	
<ul> <li>76. Increase during the year — Of capital stock, as fixed by the charter, Of capital stock, as voted by the Company, Of capital stock, paid in,</li> <li>77. Increase of funded debt, during the year,</li> <li>78. Increase of floating debt, during the year,</li> <li>79. Decrease of floating debt, during the year,</li> <li>80. Decrease of floating debt, during the year,</li> <li>81. Increase of mortgage debt, during the year,</li> <li>82. Decrease of mortgage debt, during the year,</li> <li>83. Increase in cost of road, during the year, including amount charged for depreciation thereon.</li> <li>84. Decrease in nominal cost of road, by amount charged for depreciation thereon,</li> <li>85. Increase in cost of equipment, during the year, including amount charged for depreciation thereon,</li> <li>86. Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation,</li> </ul>	\$18,200 00 17,500 00 
87. List of accidents on road during the year,	A boy, four years of age, was killed, having run from behind a wagon standing near the track, directly in front of the horses attached to the car.—A boy, while playing on the top of a car standing on a turn-out, fell off, and was run over by a car passing at the time, and received injuries which made necessary the amputation of one arm.—A boy, two years old, was killed by running suddenly in front of the horses, whose driver was unable to check them in time to save him.

W. R. CLARK, JOHN J. MAY, WILLIAM HENDRY,

#### .COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, December 22, 1860. Then personally appeared the above-named John J. May, William Hendry, and, on the 26th Dec., W. R. Clark, and severally made oath that the foregoing return, by them subscribed, is true, to the best of their knowledge, information and belief.

Before me,

A. C. WASHBURN, Justice of the Peace.



#### SECOND

## ANNUAL REPORT

OF THE

## DORCHESTER

# **EXTENSION RAILWAY**

Company.

1860.

#### BOSTON:

WILLIAM BENSE, PRINTER, MONKS BUILDING, 8 CONGRESS SQUARE.  $1\ 8\ 6\ 0$ .

During the year 1860, a branch was built extending from the main Road at Washington Village, South Boston, to Washington Street, Dorchester, and sold to the Dorchester Railway Co., and now constitutes a part of that Road.

#### SECOND ANNUAL REPORT

OF THE

#### DORCHESTER EXTENSION RAILWAY CORPORATION.

FOR THE YEAR ENDING NOV. 30, 1860. CONDITION OF THE COMPANY. Capital Stock, fixed by charter, \$50000,00 Capital Stock, as voted by the Company, 12000,00 Capital Stock paid in, in eash, Capital Stock paid in, in work and materials, by 12000,00 contractors and others. Funded debt. Floating debt. 800,00 Total debt. Amount of debt secured dy mortgage of the road and franchise or any property belonging to the corporation, or standing in its name, Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and fran- > None: chise, and each kind of property, Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair, CCST OF THE ROAD. Amount expended for labor in excavating for the track, laying foundation and rails Amount expended for timber for foundation, Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road, Amount expended for paving, Amount expended for paving stones, An extension to Milton Amount expended for engineering, Village of 550 feet has Amount expended for interest, salaries of officers been added, during the during construction of road, and other expenses present year, at a cost of not included in any of the above items, which \$800, making have been included, on the books of the company, whole cost of the road in the cost of the road, not including items of \$ 12800,00 equipment or running expenses, as mentioned below, Total cost of road,

\$12800,00

Amount included in the present and past years, among the running expenses for estimated or

actual depreciation of the road,

Net cost of road,

#### COST OF EQUIPMENT.

Number of cars and cost, Number of horses and cost, Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company, Cost of land and buildings thereon when purchased, Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company, Cost of other articles of equipment, (specifying what,) Total cost of equipment, Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items, Net amount at which the equipment stands charged on the books of the Company,

No equipment or buildings are owned by the Company.

#### CHARACTERISTICS OF THE ROAD.

Length of single main track, Length of double main track, Total length of road, Length of branches owned by the Company, stating whether they have a single or double track, Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, Total length of rail. Weight of rail used, per yard, (specifying whether of cast or rolled iron,) Maximum grade, per mile on road, with length of Shortest radius of curvature, with length of curve, Greatest length of single track on road between two turnouts, Total length of main track which is paved,

None. 7830 feet.

S None.

7830 feet.

Two turnouts and sidings 328 feet.

8158 feet.

33 lbs. rolled iron.

211 20-100ths feet per mile, 900 feet, 260 ft. radius, 96 ft length.

No paving on road.

#### Doings During the Year.

Total number of miles run during the year, Number of passengers carried in the cars, Rate of speed adopted including stops and deten- 8 miles per hour. Rate of speed actually attained, including steps and detentions. Number of persons employed regularly, (specifying the occupations of each,) Total number of trips run during the year, Average cumber of passengers each trip,

10065 miles. 109500.

7300.15

#### EXPENDITURES FOR WORKING THE ROAD. For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses, For repairs of real estate, including repairs of buildings used as stables, offices or for any other purposes, by the Company, For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer, For interest, For taxes and insurance, For tolls paid other companies for the right to pass over their roads, For rent paid other companies for use of their roads, For provender,—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses. For miscellaneous articles purchased during the year-such as harnesses, blankers, &c., the use of which continues for one or more years-and not included in the cost of equipment, For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost,-giving the present average estimated value of each horse, For incidental expenses,-to include printing, president's, directors', treasurer's, and superintend-ent's salaries, and all expenses other than those belonging to the actual working of the road, For all other expenses, For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property:-Cars, Horses, Omnibuses. Real Estate, Road, Other property, Total,

Total expenses,

and for tickets sold, . .

Earnings.

Received from passengers in cars and omnihosses,

This road, at its completion, was leased to Messrs Gore, Rose & Company, of Boston, lessees of the Dorchester Railway, who run the cars on their own account, and pay to this Corporation a rent equal to eight per cent. per annum on the amount of stock outstanding.

3600

3600

From other roads, as toll or rent for use of road,	\$ 960.00
From United States mails,	
For sale of manure,	
From other sources,	
Total earnings.	
Net earnings, after deducting expenses,	
Surplus earnings of previous year, on hand,	960.00
Net earnings, as above,	300.00
Total snrplus for payment of dividends,	024.00
Dividends declared, during the year,	924.00
Total percentage of dividends, for the year, -	7 7-10ths per cent.
Present surplus,	
Miscellaneous.	
Increase during the year—	
Of capital stock, as fixed by the charter,	
Of capital stock, as woted by the Company,	
Of capital stock, as voted by the Company,	
Of capital stock, paid in,	
Increase of funded debt, during the year,	
Increase of floating debt, during the year, -	
Decrease of funded debt, during the year, -	
Decrease of floating debt. during the year, -	
Increase in cost of road, during the year, including	
amount charged for depreciation thereon, -	
Decrease in nominal cost of road, by amount	
charged for depreciation thereon,	
Increase in cost of equipment, during the year,	
including amount charged for depreciation there-	
Decrease in cost of equipment, by sale of any por-	
Decrease in cost of equipment, by sale of any por-	
tion thereof, or by amount charged for deprecia-	
tion,	NT
List of accidents on road during the year	None.

Respectfully submitted,

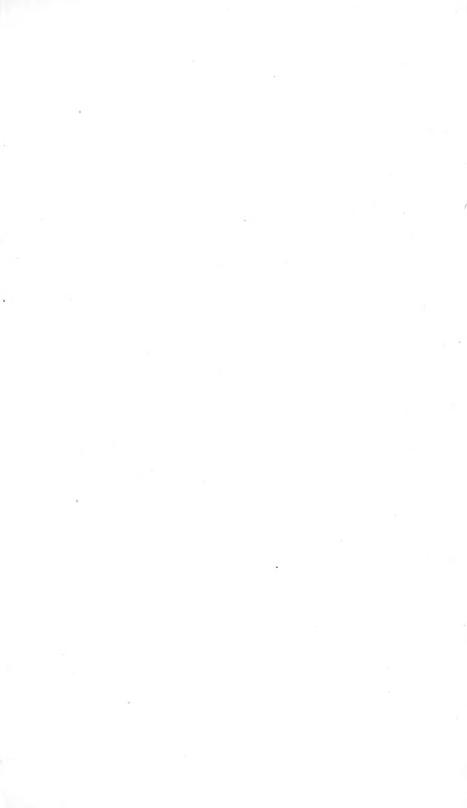
CHEEVER NEWHALL, STANLEY GORE, DAVID GORE.

#### Commonwealth of Massachusetts

SUFFOLK, SS Boston, December 24, 1860. Then personally appeared the above named Cheever Newhall, Stanley Gore, and David Gore, and made solemn oath that the facts stated in the foregoing report signed by them are true, to the best of their knowledge and belief.

Before me,

J. M. PINKERTON, Justice of the Peace.





## REPORT OF THE DIRECTORS

OF THE

# Aynn & Boston Railroad Company,

FOR THE

YEAR ENDING NOVEMBER 30, 1860.

#### BOSTON:

GEO. C. RAND & AVERY, CITY PRINTERS, 1860.



# REPORT.

## CONDITION OF THE COMPANY.

Capital Stock, fixed by charter	\$200,000
Capital Stock, as voted by the Company	100,000
Capital Stock paid in, in cash	30,000
Capital Stock paid in, in work and materials, by contractors	
and others	
Funded debt	
Floating debt	
Total debt	
Amount of above debt secured by mortgage of the road and	
franchise, or any property belonging to the corporation,	
or standing in its name	
Number of mortgages on road and franchise, or any property	
of the corporation, specifying the number and amount	
of mortgages on road and franchise, and each kind of	
property	
Amount of assets on hand, exclusive of the road and equip-	
ment, and exclusive of all property on hand, used, or	
which is to be used, in running the road and keeping it in	
repair	
COST OF THE ROAD.	
Amount expended for labor in excavating for the track,	
laying foundation and rails	
Amount expended for timber for foundation	

Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road
Amount expended for paving-stones
Amount expended for engineering
Amount expended for interest, salaries of officers during con-
struction of road, and other expenses not included in
any of the above items, which have been included, on
the books of the Company, in the cost of the road, not
including items of equipment or running expenses, as
mentioned below
Total cost of road
Amount included in the present and in past years, among the
running expenses for estimated or actual depreciation
of the road
Net cost of road
The contract for building this road is \$130,000; it is nearly
finished to Swampscott, and in process of equipping.
COST OF EQUIPMENT.
Number of cars and cost. (Four.)
Number of horses and cost
Cost of omnibuses, sleighs, and other vehicles, excepting cars,
owned by the Company
Cost of land and buildings thereon when purchased
Cost of buildings used for offices, stables, &c., erected by the
Company, or standing on land not owned by the Com-
pany
Cost of other articles of equipment (specifying what),
Total cost of equipment

Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items
Net amount at which the equipment stands charged on the
books of the Company
* *
the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
CHARACTERISTICS OF THE ROAD.
Length of single main track
Length of double main track
Total length of road
Length of branches owned by the Company, stating whether
they have a single or double track
Aggregate length of switches, sidings, turnouts, and other
track, excepting main track and branches
Total length of rail
Weight of rail used, per yard, (specifying whether of east or
rolled iron)
Maximum grade per mile on road, with length of grade
Shortest radius of curvature, with length of curve
Greatest length of single track on road between two turnouts,
Total length of main track which is paved
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
DOINGS DURING THE YEAR.
Total number of miles run during the year
Number of passengers carried in the cars
Rate of speed adopted, including stops and detentions
Rate of speed actually attained, including stops and deten-
tions
Number of persons employed regularly (specifying the oc-
cupations of each)
Total number of trips run during the year
Average number of passengers each trip
2 0 1

## EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals
of iron, and renewals of pavement
For general repairs, including repairs of cars, omnibuses, and
harnesses, and for shoeing horses
For repairs of real estate, including repairs of buildings used
as stables, offices, or for any other purposes, by the Com-
pany
For wages, including the wages of every person regularly
employed, excepting the president, directors, superinten-
dent, and treasurer
For interest
For taxes and insurance
For tolls paid other companies for the right to pass over their
roads
For rent paid other companies for use of their roads
For provender,—to include cost of hay, grain, straw, or
other articles used for the food and bedding of horses
For miscellaneous articles purchased during the year, — such
as harnesses, blankets, etc., the use of which continues
for one or more years, - and not included in the cost of
equipment
For loss on horses,—that is to say, the difference between the
present estimated value of the horses owned by the
Company subtracted from the estimated value of those
on hand at the commencement of the year, added to the
cost of those purchased during the year; or if this is
the first report of the Company, then the difference
between the estimated value of the horses on hand and
their cost,—giving the present average estimated value
of each horse
For incidental expenses,—to include printing, president's,
directors', treasurer's, and superintendent's salaries, and

all expenses other than those belonging to the actual working of the road
For all other expenses
For amount charged on the Company's books during the
year, for estimated or actual depreciation of the follow-
ing property:—
Cars
Horses
Omnibuses
Real Estate
Road
Other property
Total
Total expenses
EARNINGS.
EARNINGS.  Received from passengers in cars and omnibuses, and for
•
Received from passengers in cars and omnibuses, and for
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.  Net earnings, as above.  Total surplus for payment of dividends.
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.  Net earnings, as above.  Total surplus for payment of dividends.  Dividends declared during the year
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.  Net earnings, as above.  Total surplus for payment of dividends.

#### MISCELLANEOUS.

N. MATTHEWS,
I. STEBBINS,
W. R. PEARMAIN,
HENRY W. DALE,
H. A. BREED,
BENJ. SHURTLEFF,
C. PORTER,

Directors of the Lynn and Boston Railroad Company.

CHELSEA, SUFFOLK, SS., December 18, 1860.

Then personally appeared I. Stebbins, W. R. Pearmain, Henry W. Dale, H. A. Breed, Benj. Shurtleff, C. Porter, Nathan Matthews, and severally made oath to the truth of the foregoing statement by them subscribed.

Before J. B. LOOMIS,

Notary Public.

# ANNUAL REPORT

OF THE

# MALDEN AND MELROSE RAILROAD,

TO THE

# SECRETARY OF THE COMMONWEALTH OF MASSACHUSETTS.

For the Year ending November 30, 1860.

CHARLESTOWN:
PRINTED BY W. W. WHEILDON,
1861.



#### ANNUAL REPORT

OF THE

#### MALDEN AND MELROSE RAILROAD COMPANY.

Report of the Directors of the Malden and Melrose Railroad Company, for the year ending November 30, 1860; under General Statutes, Ch. 63, Sects. 143, 144.

	ì
CONDITION OF THE COMPANY.	
Capital stock, fixed by charter,	\$200,000 00
Capital stock, as voted by the company,	200,000 00
Capital stock paid in, in cash,	165,000 00
Capital stock paid in, in work and materials, by con-	
tractors and others,	35,000 00
Funded debt	\$67,600 00
Floating debt,	41,914 61
Total debt,	109,514 61
Amount of above debt secured by mortgage of the	100,011 01
road and franchise, or any property belonging to	
the corporation, or standing in its name,	
Number of mortgages on road and franchise, or any	
property of the corporation, specifying the number	
and amount of mortgages on road and franchise,	
and each kind of property,	*
Amount of assets on hand, exclusive of the road and	"
equipment, and exclusive of all property on hand,	
used, or which is to be used, in running the road	01.000.70
and keeping it in repair,	91,009 73
Cost of the Road.	
Amount expended for labor in excavating for the	1
track, laying foundations and rails,	
Amount expended for timber for foundation, -	
Amount expended for iron and other metal for rails,	
chairs, spikes, or other articles, used in building the	
road,	
Amount expended for paving,	The Pond was built by
Amount expended for paving,	The Road was built by contract, and it is im-
Amount expended for engineering,	possible for the Direc-
	tors to state the cost of
Amount expended for interest, salaries of officers	
during construction of road, and other expenses	the different items.
not included in any of the above items, which	
have been included, on the books of the company,	
in the cost of the road, not including items of	
equipment or running expenses, as mentioned	
below,	J
Total cost of road,	57,910 26
· · · · · · · · · · · · · · · · · · ·	

^{*} There are four mortgages—one for \$15,000 on Road to secure bonds issued; one for \$60,000 on road, franchise and equipment, to secure bonds of which, \$52,600 have been issued; two to secure \$1,210-40, and one to secure \$4000. The two last are on real estate owned by the Company.

Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road, Net cost of road,	Nothing. 57,910 26
Cost of Equipment.  Number of cars and cost, 290 Cost of omnibuses, sleighs, and other vehicles, excepting cars owned by the company, - Cost of land and buildings thereon when purchased, Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company, Cost of other articles of equipment, (specifying what,) Total cost of equipment, Amount included in the present and in past years in the running expenses for estimated or actual de- preciation of any of the above items, Net amount at which the equipment stands charged on the books of the company,	33,691 75 36,250 00 11,795 66 8,933 91 7,994 35 111,607 39 Note A. 210,273 06 Kept equal in value by charging to expense the repairs and loss. 210,273 06
CHARACTERISTICS OF THE ROAD.  Length of single main track, Length of double main track, Total length of road, Length of branches owned by the company, stating whether they have a single or double track, Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, Total length of rail, Weight of rail used, per yard, (specifying whether of cast or rolled iron,) Maximum grade, per mile on road, with length of grade, Shortest radius of curvature, with length of curve,	18,006 feet. None. 18,006 feet. None. 1,000 feet. 19,006 feet. 23, 45, and 55½ lbs. Rolled iron. 5 ft. for 100 ft. or 264 ft. per mile at Bayley's Hill. 70 feet radius, 110 feet length, at Malden Cent., 60 ft. rad., cor. of Main & Alford st. Charlest'n.
Greatest length of single track on road between two turnouts,	About 6,000 feet.
Doings during the Year.  Total number of miles run during the year, Number of passengers carried in the cars, Rate of speed adopted, including stops and detentions,	542,047 2,885,141 6½ miles. 6 miles. See Note B. 91,551 36½
EXPENDITURES FOR WORKING THE ROAD. For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,	2,602 81

						<del>;</del>	
For consul remains	inaludi		ira of	<b>00</b> 00 0	mni		
For general repairs,					1111111-	5769 A	,
buses and harness					:1.3	5,768 0	r
For repairs of real							
ings used as stabl		es, or	for any	other	pur-	1.069 1	G
poses, by the com		- naca of	-	orgon r	-	1,063 1	U
For wages, including							
larly employed, ex superintendent, ar			esiden	i, unec	tors,	50,521 4	0
For interest and cou		uter,	-	-	-	5,824 2	
		-	-	-	-	1,987 9	6
For taxes and insura For tolls paid other		nion for	the r	iorht to	nece	1,507 5	U
over their roads,	Compa	11169 101	the I	ignt to	pass	27,929 2	5
For rent paid other	compani	ios for r	iso of	their r	oade_	5,600 0	ň
[Middlesex and C			- 01	men n	oaus,	0,000	U
For provender—to it			hav or	rain st	ra w	)	
or other articles							
horses, -	uscu it	- me n	-	- Deduii	ng or	34,283 4	4
For miscellaneous a	rticles n	- urchase	d durir	or the s	vear	01,200 4	•
such as harnesses							
continues for one							
in the cost of equi		, cars-	-	-	uucu -	Charged a	elsewhere.
For loss on horses-		s to se	v. the	differ	ence	Januagea	
between the prese							
owned by the co	mnanv	subtract	ed fro	m the	esti_		
mated value of the	ose on h	and at t	he com	mencer	ment:		
of the year, added							
during the year;	or if th	is is the	first re	pulcii port of	the		
company, then the	differe	nce het	WAAN '	he est	ima_		
ted value of the							
giving the present							
horse, -	-	_	_	_	_	1,264 78	5
For incidental exper	nses—to	includ	e prin	ting, p	resi-	1,401	
dent's, directors',	treasure	er's and	supe	intende	ent's		
salaries, and all ex							
ing to the actual v				_	_	12,705 89	)
For all other expense				-	_	5,460 89	
For amount charged				oks du	ring	-,	
the year, for estim	ated or	actual d	leprecia	ation of	the		
following property							
Cars, -		-	_	_	_	)	
Horses, -	_	_	_	-	_		
Omnibuses, -	-	-	_	-	_	The value	s of these are
Real estate, -	-	-	_	-	_		l by charging
Road, -	_	-	-	_	_		nd renewals to
Other property,	-	-	_	-	_	expense	
Total,	_	-	-	-	7	) Supomoo (	
Total expenses,	-	_	-	_	_	,	155,011 90
1							,
	EARNI	NGS.					
Received from passe			nd omn	ibuses.	and		•
for tickets sold,	-	-	-	-	_	150,169 32	
From other roads, as	toll or r	ent for	use of	oad,	_	,	
From United States		-	-	-	_		
For sales of manure,	-	-	-	-	_	1.698 76	
From other sources,	-	-	-	_	_	9,535 00	
Total earnings,	-	-	_	-	_	_,,,,,	161 403 08
Net earnings, after d	eductin	g expens	ses.	_	_	6,391 18	
riet earnings, aiter d	educting	g expens	ses,	-	- (	0,391 15	)

Surplus earnings of previous year, -		2,661 76	
Net earnings as above,		6,391 18	
Total surplus for payment of dividends,			9,052 94
Dividends declared during the year, -			Í
Total per centage of dividends for the year,			
Present surplus,		9,052 94	
Miscellaneous.			
Increase during the year—			
Of capital stock, as fixed by the charter,		Nothing.	
Of capital stock as voted by the company,			
Of capital stock paid in,			
Increase of funded debt during the year,		52,600 00	
Increase of floating debt during the year,		17,206 85	
Decrease of funded debt during the year,			
Decrease of floating debt during the year,		0	
Increase of mortgage debt during the year,		Nothing.	
Decrease of mortgage debt during the year,		1,116 17	
Increase in cost of road during the year,	including		
amount charged for depreciation thereon,			
Decrease in nominal cost of road, by amoun for depreciation thereon,			
Increase in cost of equipment during the year	r includ		
ing amount charged for depreciation thereo	n, menu-	Net increase	nor hooks
Decrease in cost of equipment, by sale of an	ov portion		her nooks,
thereof, or by amount charged for deprecia		12,404 00	
		1	

### List of Accidents on Road, during the year.

March 5th, 1860.—Two men were injured on Malden Bridge, by the car coming in contact with the swing-pole at the draw, said pole being out of place, owing to the negligence of the parties that had charge of the bridge.

May 23d, 1860.—A man in attempting to cross the track was struck on the head by the pole of the car, which so injured him that he died soon afterwards.

Aug. 24th, 1860.—A man was run over and instantly killed, while lying on the track in a state of intoxication; the night was unusually dark, and that part of the road was shaded by several large trees.

Sept. 5th, 1860.—A man in a state of intoxication jumped from the front platform of the car, while in motion, the wheel of the car passing over his leg and crushing it, rendering amputation necessary. The man has recovered.

Oct. 8th, 1860.—A man was instantly killed by jumping from a car while in motion.

> WM. J. EAMES, MOSES M. RICE, CHAS. E. POWERS, JOS. F. BOYD, J. E. M. GILLEY, GEO. A. WHITING, JOHN H. BLAKE, E. F. HODGES, GEO. W. PALMER,

> > Directors.

### COMMONWEALTH OF MASSACHUSETTS.

Suffolk, ss. Boston,

Boston, December 24th, 1860.

Then personally appeared the above-named Eames, Powers, Rice, Boyd, Gilley, Whiting, Blake and Palmer, and severally made oath that the foregoing statement, by them subscribed, is true, to their best knowledge and belief. Before Leonard A. Jones,

Justice of the Peace.

### NOTE A.

Office, stable, shop, car, and road furniture—harnesses, snow ploughs, &c. &c.,

Extension of Middlesex Road in Charlestown and Boston, switches and turnouts, the lease of the Middlesex Railroad for forty-six years, with privileges purchased by this Company,

- - - - 100,000 00

\$111,607 39

### NOTE B.

1	President.	3	Mechanics—(car shop.)
1	Treasurer.	3	Painters.
1	Superintendent,	5	Blacksmiths.
1	Assistant Superintendent.	5	Watchmen.
4	Clerks.	24	Hostlers.
5	Overseers of stables.	2	Switchmen.
28	Conductors.	5	Roadmen.
28	Car drivers.		
3	Omnibus drivers.	119	



# FIFTH RETURN

OF THE

# METROPOLITAN RAILROAD

# CORPORATION,

FOR THE

YEAR ENDING NOVEMBER 30, 1860.

UNDER ACTS OF 1857, CHAPTERS 40 AND 240.

BOSTON:
HOLLIS & GUNN, PRINTERS,
No. 19 WATER STREET.
1860.



# RETURN

FOR THE

# YEAR ENDING NOV. 30, 1860.

### CONDITION OF THE COMPANY.

Capital Stock, fixed by Charter,	\$800,000 00
Capital Stock, as voted by the Company,	600,000 00
Capital Stock paid in, in cash,	490,000 00
Capital Stock paid in, in work and materials, by contractors	
and others,	110,000 00
Funded Debt,	none.
Floating Debt (less mortgages, \$50,099.84),	15,932 73
Total Debt,	66,032 57
Amount above debt secured by mortgage of the road and fran-	
chise, or any property belonging to the Corporation, or	
standing in its name,	50,099 84
Number of mortgages on road and franchise, or any property	Four mortgage on real estate and bond to City
of the Corporation, specifying the number and amount of	and bond to City
mortgages on road and franchise, and each kind of prop-	of Boston.
erty,	50,099 84
Amount of assets on hand, exclusive of the road and equip-	
ment, and exclusive of all property on hand, used or	
which is to be used in running the road and keeping it in	
repair,	17,829 03

## COST OF THE ROAD.

Amount expended for labor in excavating for the track, laying		
foundation and rails,	\$46,183	09
Amount expended for timber for foundation,	28,151	
Amount expended for iron and other metal for rails, chairs,	,	
spikes, or other articles used in building the road,	139,240	29
Amount expended for paving,	, , , , , , , , , , , , , , , , , , ,	
Amount expended for paving stones,	78,517	32
Amount expended for engineering,	7,625	10
Amount expended for interest, salaries of officers during con-		
struction of road, and other expenses not included in any		
of the above items, which have been included, on the		
books of the Company, in the cost of the road, not in-		
cluding items of equipment or running expenses, as men-		
tioned below,	93,771	60
Total cost of road,	\$393,488	48
Amount included in the present and in past years, among the		
running expenses for estimated or actual depreciation of		00
running expenses for estimated or actual depreciation of the road,	26,500	
running expenses for estimated or actual depreciation of	26,500	
running expenses for estimated or actual depreciation of the road,	26,500	
running expenses for estimated or actual depreciation of the road,	26,500	
running expenses for estimated or actual depreciation of the road,	26,500	48
running expenses for estimated or actual depreciation of the road,	26,500 \$366,988	48
running expenses for estimated or actual depreciation of the road,	\$366,988 \$60,487	48
running expenses for estimated or actual depreciation of the road,	\$366,988 \$60,487	90 94
running expenses for estimated or actual depreciation of the road,	\$366,988 \$60,487 70,705	90 94
running expenses for estimated or actual depreciation of the road,  Net cost of road,  COST OF EQUIPMENT.  Number of cars, and cost, — 77,  Number of horses, and cost, — 546  Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	\$366,988 \$60,487 70,705	90 94 25
running expenses for estimated or actual depreciation of the road,  Net cost of road,  COST OF EQUIPMENT.  Number of cars, and cost, — 77,  Number of horses, and cost, — 546  Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,  Cost of land and buildings thereon when purchased (less mort-	\$60,487 70,705 35,733	90 94 25
running expenses for estimated or actual depreciation of the road,  Net cost of road,  COST OF EQUIPMENT.  Number of cars, and cost, — 77,  Number of horses, and cost, — 546  Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,  Cost of land and buildings thereon when purchased (less mortgages),	\$60,487 70,705 35,733	90 94 25
running expenses for estimated or actual depreciation of the road,  Net cost of road,  COST OF EQUIPMENT.  Number of cars, and cost, — 77,  Number of horses, and cost, — 546  Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,  Cost of land and buildings thereon when purchased (less mortgages),  Cost of buildings used for offices, stables, &c., erected by the	\$60,487 70,705 35,733	90 94 25 08
running expenses for estimated or actual depreciation of the road,  Net cost of road,  COST OF EQUIPMENT.  Number of cars, and cost, — 77,	\$60,487 70,705 35,733 48,217	90 94 25 08
running expenses for estimated or actual depreciation of the road,  Net cost of road,	\$60,487 70,705 35,733 48,217	90 94 25 08
running expenses for estimated or actual depreciation of the road,  Net cost of road,  COST OF EQUIPMENT.  Number of cars, and cost, — 77,  Number of horses, and cost, — 546  Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,  Cost of land and buildings thereon when purchased (less mortgages),  Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,  Cost of other articles of equipment (specifying what), snow-	\$60,487 70,705 35,733 48,217	90 94 25 08
running expenses for estimated or actual depreciation of the road,  Net cost of road,  COST OF EQUIPMENT.  Number of cars, and cost, — 77,  Number of horses, and cost, — 546  Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,  Cost of land and buildings thereon when purchased (less mortgages),  Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,  Cost of other articles of equipment (specifying what), snowploughs, harnesses, office furniture, stable fixtures, tools,	\$60,487 70,705 35,733 48,217 55,323 20,368	90 94 25 08

Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,	00
Net amount at which the equipment stands charged on the books of the Company,	55

## CHARACTERISTICS OF THE ROAD.

Length of single main track,	11,758	fect.	
Length of double main track,	9.575	44	
Total length of road,	70,095	"	
Length of branches owned by the Company, stating (	36,106		single.
whether they have a single or double track, {	12,656	"	double.
Aggregate length of switches, sidings, turnouts, and			
other track; excepting main track and branches,	4,133	66	
Total length of rail (equal to a single track),	18 1418	mile	88.
Weight of rail used, per yard (specifying whether			
of cast or rolled iron),	33 to 5	4 lbs.	(rolled.)
Maximum grade, per mile, on road, with length of			
grade,	261 fee	t, for	500 feet.
Shortest radius of curvature, with length of curve,.	$32 \frac{40}{100}$	feet, f	or 46 ft.
Greatest length of single track on road between two			
turnouts,	4306 fe	et.	
Total length of main track which is paved,	whole l	ength	ı <b>.</b>

## DOINGS DURING THE YEAR.

Total number of miles run during the year, 1,182,566.
Number of passengers carried in the cars, 6,410,850.
Rate of speed adopted, including stops and detentions, average, $6\frac{1}{2}$ miles.
Rate of speed actually attained, including stops and
detentions, do. 6 do.
Number of persons employed regularly (specifying
the occupations of each, — 268: President, Treasurer, Superintend-
ent, 2 Receivers, 2 Foremen, 1 Superintendent's Clerk, 35 Mechanics,

### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals		
of iron, and renewals of pavement,	\$ 11,399	22
For general repairs, including repairs of cars, omnibuses, and		
harnesses, and for shoeing horses,	12,401	54
For repairs of real estate, including repairs of buildings used		
as stables, offices, or for any other purposes, by the Com-	1.040	0.0
pany,	1,046	69
For wages, including the wages of every person regularly employed, excepting the President, Directors, Superintend-		
ent, and Treasurer,	122,133	12
For interest,	6,394	
For taxes and insurance,	4,340	
For tolls paid other companies for the right to pass over their		
roads,	none.	
For rent paid other companies for use of their roads,	3,232	00
For provender (to include cost of hay, grain, straw or other		•
articles used for the food and bedding of horses,	73,932	21
For miscellaneous articles purchased during the year, — such		
as harnesses, blankets, &c., the use of which continues		
for one or more years, — and not included in the cost of equipment,	1,468	0.8
For loss on horses,—that is to say, the difference between	1,100	00
the present estimated value of the horses owned by the		
Company subtracted from the estimated value of those on		
hand at the commencement of the year, added to the cost		
of those purchased during the year; or, if this is the first		
report of the Company, then the difference between the		
estimated value of the horses on hand and their cost, —		
giving the present average estimated value of each	0.500	0.0
horse, — \$123,	6,508	UU

For incidental expenses, — to include printing, President's, Directors', Treasurer's and Superintendent's salaries, and all expenses other than those belonging to the actual working of the road. (See note A),	\$32,055	46
NOTE (A.)		
Saleries, (President, Superintendent and Treasurer,)       \$6,625 00         Rents, (Stables, Offices, &c.,)       5,659 27         Legal Expenses,       5 331 00         Oil, Fluid, and Gas,       3,668 75         Watering Streets,       2,076 23         Books, Stationery and Printing,       1,613 10         Clearing Snow from Streets,       1,301 85         Damages,       1,186 92         Water Tax,       750 80         Coal for Offices, &c.,       611 47         Tickets,       419 00         Horse Doctor and Medicines,       401 16         Advertising,       214 51         Extra Labor on Washington Street       180 00         Pasturing Horses,       137 85         Temporary Track on Tremont Street,       99 50         Engineering,       72 96         City of Boston, (Police,)       42 00         Sundry Expenses,       1,664 09		
\$32,055 46		
For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property:—  Cars,	15,000 \$289,910	

## EARNINGS.

Received from passengers in cars and omnibuses, and for tickets sold,	Ф9.40.000	0.4
From other roads, as toll or rent for use of road,	\$342,928	
From United States mails,	none. 235	
For sales of manure,	3,266	
From other sources,	2,743	
Total earnings,	349,174	05
Net earnings, after deducting expenses,	59,263	
Surplus earnings of previous year on hand,	35,458	26
Net earnings, as above,	$59,\!263$	
Total surplus for payment of dividends,	94,721	33
Dividends declared during the year,	53,500	00
Total percentage of dividends for the year,	$10~{ m per}$	ct.
Present surplus,	41,221	33
MIGGELLANDOLIG		
MISCELLANEOUS.		
,		
Increase during the year —.		
	none.	
Increase during the year —		
Increase during the year—  Of capital stock, as fixed by the charter,  Of capital stock, as voted by the Company,  Of capital stock paid in,		00
Increase during the year—.  Of capital stock, as fixed by the charter,  Of capital stock, as voted by the Company,	\$130,000	00 00
Increase during the year—  Of capital stock, as fixed by the charter,  Of capital stock, as voted by the Company,  Of capital stock paid in,	\$130,000 130,000	00 00
Increase during the year —  Of capital stock, as fixed by the charter,  Of capital stock, as voted by the Company,  Of capital stock paid in,  Increase of funded debt during the year,	\$130,000 130,000 none.	00 00
Increase during the year —  Of capital stock, as fixed by the charter,  Of capital stock, as voted by the Company,  Of capital stock paid in,  Increase of funded debt during the year,  Increase of floating debt during the year,	\$130,000 130,000 none.	00 00
Increase during the year —  Of capital stock, as fixed by the charter,  Of capital stock, as voted by the Company,  Of capital stock paid in,  Increase of funded debt during the year,  Decrease of funded debt during the year,	\$130,000 130,000 none. none.	00 00 65
Increase during the year—  Of capital stock, as fixed by the charter,  Of capital stock, as voted by the Company,  Of capital stock paid in,  Increase of funded debt during the year,  Decrease of funded debt during the year,  Decrease of floating debt during the year,  Decrease of floating debt during the year,	\$130,000 130,000 none. none. 30,913	00 00 65
Increase during the year—  Of capital stock, as fixed by the charter,  Of capital stock, as voted by the Company,  Of capital stock paid in,  Increase of funded debt during the year,  Increase of floating debt during the year,  Decrease of floating debt during the year,  Increase of mortgage debt during the year,  Increase of mortgage debt during the year,	\$130,000 130,000 none. none. 30,913 none.	00 00 65
Increase during the year—  Of capital stock, as fixed by the charter,  Of capital stock, as voted by the Company,  Of capital stock paid in,  Increase of funded debt during the year,  Decrease of floating debt during the year,  Decrease of floating debt during the year,  Decrease of mortgage debt during the year,  Increase of mortgage debt during the year,  Decrease of mortgage debt during the year,	\$130,000 130,000 none. none. 30,913 none.	00 00 65 32
Increase during the year—  Of capital stock, as fixed by the charter, Of capital stock, as voted by the Company, Of capital stock paid in, Increase of funded debt during the year, Decrease of floating debt during the year, Decrease of floating debt during the year, Increase of mortgage debt during the year, Increase of mortgage debt during the year, Increase of mortgage debt during the year, Increase in cost of road during the year, including amount	\$130,000 130,000 none. none. 30,913 none. 5,545	00 00 65 32
Increase during the year—  Of capital stock, as fixed by the charter,	\$130,000 130,000 none. none. 30,913 none. 5,545	00 00 65 32
Increase during the year—  Of capital stock, as fixed by the charter, Of capital stock, as voted by the Company, Of capital stock paid in,  Increase of funded debt during the year, Decrease of floating debt during the year, Decrease of floating debt during the year, Increase of mortgage debt during the year, Increase of mortgage debt during the year, Decrease of mortgage debt during the year, Decrease in cost of road during the year, including amount charged for depreciation thereon, Decrease in nominal cost of road, by amount charged for de-	\$130,000 130,000 none. none. 30,913 none. 5,545	00 00 65 32
Increase during the year—  Of capital stock, as fixed by the charter,	\$130,000 130,000 none. none. 30,913 none. 5,545	00 00 65 32 77
Increase during the year—  Of capital stock, as fixed by the charter,	\$130,000 130,000 none. none. 30,913 none. 5,545 85,148 26,500	00 00 65 32 77

List of accidents on road during the year: -

June 31. A little girl, about two years old, ran in front of a car, while in motion, her foot was crushed by the wheel, and required amputation.

September 25. A little boy, while running and playing by the side of a car in motion, fell under the wheel, and his leg was injured.

November 30. Five persons have been slightly injured, at different times, by jumping from the cars when in motion, without giving notice to the couductors.

B. POOLE,
W. J. REYNOLDS,
JOHN FLINT,
A. G. GREELEY,
WM. H. HILL,
NOAH LINCOLN,
EDWD. S. DANE,
B. W. THAYER,

Directors of the Metropolitan R. R. Company.

#### Commonwealth of Massachusetts.

Boston, December 11, 1860.

Suffolk. ss.

Then personally appeared B. Poole, W. J. Reynolds, John Flint, A. G. Greeley, Wm. H. Hill, Noah Lincoln, Edwd. S. Dane, B. W. Thayer, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before

O. H. SPURR, Justice of the Peace.







### FIFTH

# ANNUAL REPORT

OF THE

# MIDDLESEX RAILROAD COMPANY,

TO THE

SECRETARY OF THE COMMONWEALTH OF MASSACHUSETTS.

For the Year ending November 30, 1860,

CHARLESTOWN:
PRINTED BY W. W. WHEILDON,
1861.



### FIFTH ANNUAL REPORT

OF THE

## MIDDLESEX RAILROAD COMPANY.

Report of the Directors of the Middlesex Railroad Company, for the year ending November 30, 1860; under General Statutes, Chapter 63, Sections 143, 144.

CONDITION OF THE COMPANY.	
Capital stock, fixed by charter,	\$400,000 00
Capital stock, as voted by the company,	\$350,000 00
Capital stock paid in, in cash,	348,000 00
Capital stock paid in, in work and materials, by con-	325,000 00
tractors and others,	Nothing.
Funded debt,	""
Floating debt,	48 00
Total debt,	Uncl'med dividend, 48 00
Amount of above debt secured by mortgage of the	Onei med dividend, 40 00
Amount of above debt secured by mortgage of the	
road and franchise, or any property belonging to	N-4lain a
the corporation, or standing in its name, -	Nothing.
Number of mortgages on road and franchise, or any	
property of the corporation, specifying the number	
and amount of mortgages on road and franchise,	D.T.
and each kind of property,	None.
Amount of assets on hand, exclusive of the road and	
equipment, and exclusive of all property on hand,	
used, or which is to be used, in running the road	
and keeping it in repair,	7,008 00
COST OF THE ROAD.	
Amount expended for labor in excavating for the	1)
track, laying foundations and rails,	11
Amount expended for timber for foundation, -	
Amount expended for iron and other metal for rails,	
chairs, spikes, or other articles, used in building the	
road,	1
Amount expended for paving,	
Amount expended for paving stones,	This Road was built by
Amount expended for engineering,	contract. Items un-
Amount expended for interest, salaries of officers	known.
during construction of road, and other expenses	
not included in any of the above items, which	
have been included, on the books of the company,	
in the cost of the road, not including items of	·
equipment or running expenses, as mentioned	•
below,	
Total cost of road,	348,000 00
Amount included in the present and in past years,	010,000 00
among the running expenses for estimated or actual	
depreciation of the road,	Unkno'n; borne by lessee.
Net cost of road,	348,000 00
,	320,000 00

COST OF EQUIPMENT. Number of cars and cost. Number of horses and cost, -Cost of omnibuses, sleighs, and other vehicles, excepting cars owned by the company, Cost of land and buildings thereon when purchased, Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company, Cost of other articles of equipment, (specifying what,) Total cost of equipment, Amount included in the present and in past years in the running expenses for estimated or actual de-preciation of any of the above items, Net amount at which the equipment stands charged on the books of the company, CHARACTERISTICS OF THE ROAD. 11,442½ feet. Length of single main track, Length of double main track 10,119 21,5614 " Total length of road, Somerville Branch, Length of branches owned by the company, stating whether they have a single or double track, Aggregate length of switches, sidings, turnouts and 944 feet. other track, excepting main track and branches, Total length of rail, -Weight of rail used, per yard, (specifying whether of cast or rolled iron,) Maximum grade, per mile on road, with length of grade, Shortest radius of curvature, with length of curve, Greatest length of single track on road between two 2,782 feet. turnouts, 21,5614 " Total length of main track which is paved, Doings during the Year. Total number of miles run during the year, -Number of passengers carried in the cars, Rate of speed adopted, including stops and deten-Unknown. tions, Rate of speed actually attained, including stops and detentions, Number of persons employed, regularly, (specifying the occupations of each,) Total number of trips run during the year, Unknown. Average number of passengers each trip, EXPENDITURES FOR WORKING THE ROAD. For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, For general repairs, including repairs of cars, omni-

buses and harnesses, and for shoeing horses, For repairs of real estate, including repairs of buildings used as stables, offices, or for any other pur-

poses, by the company,

This Road is under lease to the Malden and Melrose Railroad Co., who furnish the entire equipment.

2,276 feet, single track. Bunker Hill Branch, 5,633 feet, single track.

12 miles 1859 feet. 80 lbs. Cast iron. 56 lbs. Wrought iron.

251 feet. Length 400 feet. Radius 36 feet. Length of arc 58 feet.

Treasurer and Clerk.

Unknown.

						1
For wages, in larly emple superintend For interest, For taxes am For tolls pair over their in For rent paid For provende or other a horses, For miscellar such as ha continues in the cost For loss on between the owned by mated value of the year during the company, ted value giving the horse, For incident	yed, ex lent, an linsura d other coads, other correctors recous an rnesses, for one coof equi horses- te prese the con e of the year; other the of the l present	cepting d treasurd reason rece, compar recompanies clude coursed for more pment, titcles proment, the company so so on he to the cor, if this different corses of average recomplete.	the precent of the precent of her the formula of the precent of her the formula of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent of the precent o	the rigger the ay, graod and be the use and not be the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of the comment of	ht to pass ir roads, in, straw, pedding of the year, e of which tincluded difference he horses the esti- nencement purchased out of the ne estima- eir cost— ne of each	Unknown.
For incident dent's, dire salaries, ar ing to the For all other For amount of the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, for the year, year, year, year, year, year, year, year, year, year, year, year, year, year, year	ectors', ad all ex actual v expense charged or estim	treasure expenses vorking es, on the ated or	or's and other the of the ro	superinan those bad, - ny's boo	ntendent's se belong- - - oks during	456 25 Nothing.
_ following ]				•		
Cars,	-	-	-	-		
Horses,	-	-	-	-		
Omnibuses, Real estate, Road.	-	-	-	-		D
Keal estate,	-	-	-	-		Borne by lessee.
20000		-	-	-		
Other proper	ty,	-	-	-		
Total,	-	-	-	-		17 450 05
Total expens	ses,	-	•	-		456 25
		TO .				
Danei 1 C		EARNI		.a	hugag 1	
Received fro		_	cars ar	ia omni	ouses, and	
for tickets		4-11		- -		Received by lessee.
From other re			ent for	use of re	oaa, -	26,180 25
From United			-	-		(Descinal Lands
For sales of a			-	-		Received by lessee.
From other s		-	-	-		96 190 95
Total earning		- lodnotin	-	-		26,180 25
Net earnings	inge of	provious	g expen	n band		25,724 00 None.
Surplus earnings of previous year on hand, Net earnings as above,				0 = +0 4 00		
Net earnings as above, Total surplus for payment of dividends,						
Dividends declared during the year,				0-100		
Total per cer	ntage of	dividen	ds for th	ne vear.		8 per cent.
Present surp		-	-			11,600 00*
	<del>'</del>			Б.	<del></del> -	

^{*} This amount includes Rent accrued not yet due.

•	
Miscellaneous.	
Increase during the year—	
Of capital stock, as fixed by the charter,	None.
Of capital stock as voted by the company,	50,000 00
Of capital stock paid in,	52,900 00
Increase of funded debt during the year,	None.
Increase of floating debt during the year,	20 00
Decrease of funded debt during the year,	None.
Decrease of floating debt during the year,	None.
Increase of mortgage debt during the year,	None.
Decrease of mortgage debt during the year,	None.
Increase in cost of road during the year, including	
amount charged for depreciation thereon,	Nothing.
Decrease in nominal cost of road, by amount charged	
for depreciation thereon,	None.
Increase in cost of equipment during the year, includ-	)
ing amount charged for depreciation thereon,	Unknown. Owned by
Decrease in cost of equipment, by sale of any portion	lessee.
thereof, or by amount charged for depreciation, -	1
List of accidents on road during the year,	Reported by lessee.
ů ·	•

Note.—This road is leased to the Malden and Melrose Railroad Company, who pay a semi-annual rental equal to 4 per cent. (or 8 per cent. per annum) on each share of the capital stock of the Middlesex Railroad Company—also other necessary expenses.

JOHN H. BLAKE,
GEO. W. PALMER,
ASA FISK,
E. F. HODGES,
Directors of the Middlesex, R. R. Co.

### COMMONWEALTH OF MASSACHUSETTS.

Suffolk, ss. December 26, 1860.

Then personally appeared the said Blake, Palmer, Fisk, and Hodges, and severally made oath that the foregoing statement, by them subscribed, is true, according to their best knowledge and belief. Before

WILLIAM STANDISH, Justice of the Peace.





### FIRST

# ANNUAL REPORT

OF THE

# MEDFORD AND CHARLESTOWN RAILROAD COMPANY,

TO THE

SECRETARY OF THE COMMONWEALTH OF MASSACHUSETTS.

For the Year ending November 30, 1860.

BOSTON:

PRINTED BY C. C. P. MOODY, 52 WASHINGTON ST., 1860.



### REPORT

OF THE

## MEDFORD & CHARLESTOWN RAILROAD COMPANY,

For the Year ending November 30, 1860.

CONDITION OF THE COMPANY.	1
Capital stock, fixed by charter	
Capital stock, as voted by the company,	1
Capital stock paid in, in cash,	1
Capital stock paid in, in work and materials, by con-	-
tractors and others,	İ
Funded debt,	
Floating debt,	h
Total debt,	(
Amount of above debt secured by mortgage of the	f
road and franchise, or any property belonging to	t
the corporation, or standing in its name,	1
Number of mortgages on road and franchise, or any	1 _
property of the corporation, specifying the number	
and amount of mortgages on road and franchise	f
and each kind of property.	' ī
Amount of agests on hand, evaluate of the mand and	- 17
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand	
used, or which is to be used, in running the road	íf
used, or which is to be used, in running the road	1 1
and keeping it in repair,	ŀ
Com on The	L
Cost of the Road.	
Amount expended for labor in excavating for the	- 1
track, laying foundations and rails,	1
Amount expended for timber for foundation, -	1
Amount expended for iron and other metal for rails	,
chairs, spikes, or other articles, used in building	
the road,	1
Amount expended for paving,	9
Amount expended for paving stones,	
Amount expended for engineeing	
Amount expended for interest, salaries of officer	s
during construction of road, and other expense	s
not included in any of the above items, which	h
have been included, on the books of the company	7,
in the cost of the road, not including items of equipment or running expenses, as mentione	of
equipment or running expenses, as mentione	d
below,	
Total cost of road	.
Amount included in the present and in past year	s,
among the running expenses for estimated of	r
actual depreciation of the road	. [
Net cost of road,	
·	j

\$200 000 \$25 000 4 250

17 750

This Corporation now holds the entire road from Charlestown line to Medford square. That part of the road from Charlestown line to the top of Winter Hill in Somerville is held under a perpetual lease from the Somerville Horse Railroad company by whom it was constructed.

That part of the road from the top of Winter Hill to Medford Sq., was built by contract.

The whole cost of the road as it now stands is \$34 000.

There is one mortgage for \$12 000, on that part of the road in the town of Somerville.

COST OF EQUIPMENT.	The road is equiped and
Number of cars and cost,  Number of horses and cost,  Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the company,  Cost of land and buildings thereon when purchased, Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company,  Cost of other articles of equipment, (specifying what,) Total cost of equipment  Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items.  Net amount at which the equipment stands charged	run by the Lessee.  The Corporation have
on the books of the company,  CHARACTERISTICS OF THE ROAD.  Length of single main track	15,658 feet. None. 15,658 "  None, 1,196 feet. 33,708 "  All Rolled, 13,554 feet at 28 lbs per yd:—17,782 feet at 33 lbs per yd., 2,372 feet at 45 lbs. per yard.
Maximum grade, per mile on road, with length of grade, ; Shortest radius of curvature, with length of curve, Greatest length of single track on road between two turnouts,	242 feet in 936 feet. 200 feet radius & 96 feet (length of curve. 3,632 feet. 1,186 feet.
Doings During the Year.  Total number of miles run during the year,  Number of passengers carried in the ears,  Rate of speed adopted, including stops and detentions  Rate of speed actually attained, including stops and detentions,  Number of persons employed, regularly, (specifying the occupations of each,)  Total number of trips run during the year,  Average number of passengers each trip,	The road being leased for a term of years it is impossible for the corporation to answer these questions.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, For general repairs, including repairs of cars, omnibuses and harnesses, and for shocing horses, -

For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company,  For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,  For interest,  For taxes and insurance,  For tolls paid other companies for the right to pass over their roads,  For rent paid other companies for use of their roads,  For provender,—to include cost of hay, grain, straw,
or other articles used for the food and bedding of horses,  For miscellaneous articles purchased during the
year—such as harnesses, blankets, &c., the use of which continues for one or more years—and not included in the cost of equipment,
For loss on horses—that is to say, the difference between the present estimated value of the horses
owned by the company subtracted from the esti- mated value of those on hand at the commencement of the year, added to the cost of those purchased
during the year; or if this is the first report of the company, then the difference between the estimated value of the horses on hand and their cost—
giving the present average estimated value of each horse,
For incidental expenses,—to include printing, president's, directors', treasurers' and superintendent's salaries, and all expenses other than those belong-
ing to the actual working of the road,  For all other expenses,
For amount charged on the company's books during the year, for estimated or actual depreciation of the following property:
Cars,
Horses,
Omnibuses,
Real Estate,
Road,
Other property,
Total,
Total expenses,
The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon
EARNINGS.
Received from passengers in cars and omnibuses, The first year of the
and for tickets sold, operation of the road not
From other roads, as toll or rent for use of road, having expired the corpor-
From United States mails, ation cannot state the
For sales of manure, amount of its earnings.
From other sources,
Total earnings,
Net earnings, after deducting expenses,
Surplus earnings of previous year, on hand,

Net earnings, as above, -Total surplus for payment of dividends, No Dividends have been Dividends declared, during the year, declared. Total per centage of dividends, for the year, Present surplus, Miscellaneous. Increase during the year-Of capital stock, as fixed by the charter, -Of capital stock, as voted by the company, Of capital stock, paid in, - - - Increase of funded debt, during the year, Increase of floating debt, during the year, Decrease of funded debt, during the year, Decrease of floating debt, during the year, Increase of mortgage debt, during the year, amount charged for depreciation thereon, Decrease in nominal cost of road, by amount charged for depreciation thereon, Increase in cost of equipment, during the year, including amount charged for depreciation thereon, Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation, List of accidents on road during the year,

This Road commenced operation on the first of June, A. D. 1860. The Report therefor includes six months.

LUTHER FARWELL, PETER C. HALL, JAMES O. CURTIS, ELIHU C. BAKER,

Directors of the Med/ord and Charlestown Railroad Company.

SUFFOLK SS. DECEMBER. 27, 1860.

Then personally appeared Luther Farwell, Peter C. Hall, James O. Curtis, and Elihu C. Baker, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

GEO. S. SULLIVAN,

Justice of the Peace.





## FOURTH ANNUAL REPORT

OF THE

# Newton Rail Road Company.

Return of the Newton Railroad Company for the year ending November 30, 1860, under the General Statutes, Chapter 63, Sect. 143 and 144.

Condition of the Company.	
Capital stock, fixed by charter Capital stock, as voted by the Company Capital stock paid, in cash Capital stock paid in, in work and materials, by contractors and others Funded debt, Floating debt, Total debt, Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name, Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and cach kind of property, Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running	\$150,000 00 \$75,000 00 27,800 00 } None.
the road and keeping it in repair,	1170 54
Cost of the Road.	
Amounts expended for labor in excavating for the track, laying foundation and rails,  Amount expended for timber for foundation,  Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road,  Amount expended for paving,  Amount expended for paving stones,	The road was built by contract, embracing all labor and all materials except iron, exclusive of stables, for \$9,950.  9458 54  Nothing.
Amount expended for alteration of road, changing switches, turnouts, &c.,  Amount expended for engineering,  Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included on the books of the Company, in the cost of road, and not including items of equipment or running expenses, as mention-	3,106 79 \$1,086 43
ed below, Total cost of road, - Amount included in the present and in past years among the running expenses for estimated or	743 06 <b>24,344 82</b>
actual depreciation of the road, Net cost of road,	None. \$24,244 82

### Cost of Equipment.

### Characteristics of the Road.

ed on the books of the company,

Length of single main track,
Length of double main track,
Total length of road,
Length of branches owned by the company, stating
whether they have a single or double track,
Aggregate length of switches, sidings, turnouts, and
other track, excepting main track and branches,
Total length of rail,
Weight of rail used, per yard, specifying whether
of cast or rolled iron,
Maximum grade, per mile, on road, with length of
grade,
Shortest radius of curve, with length of curve,
Greatest length of single track on road between
two turn-outs,
Total length of main track which is paved,

#### Doings during the Year.

Total number of miles run during the year,
Number of passengers carried in the cars,Rates of speed adopted, including stops and detensions,
Rates of speed actually attained, including stops
and detensions,
Number of persons employed, regularly, (specifying the occupation of each,)
Total number of trips run during the year,
Average number of passengers each trip,

#### Expenditures for working the Road.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,

For general repairs, including repairs of cars, omnibusses and harnesses, and for shoeing horses,

For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company

The road is leased, the lessees equipping and operating it.

\$800 00

\$1,700 00

Nothing.

\$2,500 00

Nothing.

\$2,500 00

2 7-8 miles. No double track. 2 7-8 miles.

None.

55 rods. 3 miles.

33 lbs., rolled iron.

264 feet for 100 feet long. 150 feet.

1 1-6 mile. None.

51,371 330,351

8 miles per hour.

8 miles per hour.

3 drivers, 5 conductors 8690

38,015

Nothing.

For wages, inclu regularly emplo rectors, superin For interest, For taxes and ins For tolls paid other over their roads For rent paid other for provender, (to or other articles of horses,) For miscellaneous year, (such as of which contine not included in	yed, ez tenden urance er comp , - r comp o include s used - articl harnes ines for	anies for the less purious ses, blasses, blasses and ses,	for the r for the r or use of of hay, a se food a rchased ankets, or more	residen r, - ight to their regrain, s and bed during &c., the years,)	pass pads, traw ding	Nothing.
not included in the cost of equipment  For loss on horses, (that is to say, the difference between the present estimated value of the horses owned by the Company substracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost,) giving the present average estimated value of each borse,  For incidental expenses, to include printing, pres-						
ident's, directors', treasurer's and superintend- ent's salaries, and all expenses other than those belonging to the actual working of the road, For all other expenses, For amount charged on the Company's books dur-					hose -	145,48
ing the year, for tion of the follo Cars, Horses, Omnibusses, Real Estate, Road, Other property,	r estir wing p - - - - -	nated o	or actua			Nothing.
Total, Total expenses,	-	-	-	-	-	J 145 48
	Earr	iings.				
Received from pas and for tickets s From lessees, as to From United Stat For sales of manu- From other source Total earnings, Net earnings after Surplus earnings, Net earnings, as a	old, old or re es Mai re, es, deduc of prev bove,	ent for ils, ting ex	use of ro	oad,	sses, - - - - -	Nothing. 1625 00  Nothing. \$63 00 \$1688 00 \$1542 52 \$113 00 1542 52
Total surplus for payment of dividends, Dividends declared during the year, (2 of) Total percentage of dividends for the year Present surplus,						1655 52 3 per ceut. 6 per ceut. \$11 52

#### Miscellaneous.

Increase during the year:—
Of capital stock, as fixed by the charter,
Of capital stock, as voted by the Company,
Of capital stock, paid in,
Increase of funded debt, during the year,
Increase of floating debt, during the year,
Decrease of floating debt, during the year,
Increase of floating debt, during the year,
Increase of mortgaged debt during the year,
Increase of mortgaged debt during the year,
Increase in cost of road, during the year, including amount charged for depreciation thereon,
Increase in cost of equipment during the year, including amount charged for depreciation thereon,
Increase in cost of equipment during the year, including amount charged for depreciation thereon,
Occrease in cost of equipment, by sale of any por-

None. None. \$1550 00

None..

W. C. STRONG, ISAAC PRATT, JR, GRANVILLE FULLER, J. F. TAYLOR,

A majority of the Directors of the Newton Railroad Company.

MIDDLESEX, SS. Dec. 25th, 1860. Then personally appeared W. C. Strong, Isaac Pratt, Jr., Granville Fuller, and J. F. Taylor and severally made oath that the foregoing statement by them subscribed is true, to their best knowledge and belief.

Before GEORGE B. BIGELOW, Justice of the Peace.

## ANNUAL REPORT

OF THE

## SOMERVILLE HORSE RAILROAD,

TO THE

# SECRETARY OF THE COMMONWEALTH OF MASSACHUSETTS.

For the Year ending November 30, 1860.

CHARLESTOWN:
PRINTED BY W. W. WHEILDON,
1861.



#### ANNUAL REPORT

OF THE

## SOMERVILLE HORSE RAILROAD COMPANY.

Report of the Directors of the Somerville Horse Railroad Company, for the year ending November 30, 1860; under General Statutes, Ch. 63, Sects. 143, 144.

CONDITION OF THE COMPANY.	
Capital stock, fixed by charter,	\$100,000 00
Capital stock, as voted by the company,	50,000 00
Capital stock paid in, in cash,	50,000 00
Capital stock paid in, in work and materials, by con-	ŕ
tractors and others.	None.
Funded debt.	None.
Floating debt,	None.
Total debt,	Nothing.
Amount of above debt secured by mortgage of the	riouning.
road and franchise, or any property belonging to	
the corporation, or standing in its name, -	Nothing.
Number of mortgages on road and franchise, or any	Trouming.
property of the corporation, specifying the number	
and amount of mortgages on road and franchise,	
and each kind of property,	None.
Amount of assets on hand, exclusive of the road and	rone.
equipment, and exclusive of all property on hand,	
used, or which is to be used, in running the road	
	129 21
and keeping it in repair,	129 21
COST OF THE ROAD.	
	1
Amount expended for labor in excavating for the	
track, laying foundations and rails,	
Amount expended for timber for foundation,	
Amount expended for iron and other metal for rails,	
chairs, spikes, or other articles, used in building the	
road,	
Amount expended for paving,	
Amount expended for paving stones,	Duilt bu sentre of
Amount expended for engineering, -	Built by contract.
Amount expended for interest, salaries of officers	
during construction of road, and other expenses	
not included in any of the above items, which	
have been included, on the books of the company,	
in the cost of the road, not including items of	
equipment or running expenses, as mentioned	
below,	42.000.00
Total cost of road,	42,000 00
Amount included in the present and in past years,	
among the running expenses for estimated or actual	
depreciation of the road,	40,000,00
Net cost of road,	42,000 00

COST OF EQUIPMENT. Number of cars and cost, Number of horses and cost, -Cost of omnibuses, sleighs, and other vehicles, excepting cars owned by the company, Cost of land and buildings thereon when purchased, Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company, Cost of other articles of equipment, (specifying what,) Total cost of equipment, Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items, Net amount at which the equipment stands charged on the books of the company, CHARACTERISTICS OF THE ROAD. Length of single main track, Length of double main track Total length of road, Length of branches owned by the company, stating whether they have a single or double track, Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, Total length of rail, -Weight of rail used, per yard, (specifying whether of cast or rolled iron,) Maximum grade, per mile on road, with length of Shortest radius of curvature, with length of curve, Greatest length of single track on road between two turnouts, Total length of main track which is paved, -Doings during the Year. Total number of miles run during the year, -Number of passengers carried in the cars, Rate of speed adopted, including stops and detentions, Rate of speed actually attained, including stops and detentions. Number of persons employed, regularly, (specifying the occupations of each,) Total number of trips run during the year, Average number of passengers each trip,

Expenditures for Working the Road.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,

For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses,

For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company,

For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,

None.

500 00 Nothing.

500 00

345 00 Snow plough. 1,345 00

Nothing.

1,345 00

14,130 feet.

14,130 feet.

598 feet. 29,456 feet.

28 lbs. Rolled.

Nominal. 188 in 75 ft.

7,554 ft. None.

Road run by the Malden and Melrose Railroad Co.

For interest.		-	-	-	_	- 1
For taxes an		ance.	_	_	_	_
For tolls pa	id other	comr	anios f	or the ri	ight to	nage
over their		Comp	Janics 1	or the m	ight to	Pass
East want mai	Jathan	-	nian fan		- 4hain n	
For rent pai	a omer	compa.	mes for	use of	meir r	oaus,
For proveno	er—to 1	nciude	cost o	r nay, g	rain, s	traw,
or other	articles	used	for the	food and	beddi	ng of
horses,	-	-	-	-	-	-
For miscella						
such as h	arnesses	, blanl	kets, &	c., the u	ise of v	vhich
continues	for one	or mor	e vears	s—and n	ot incl	nded
in the cos	t of eau	ipment		_	_	-
in the cos For loss or	horses	_that	is to	say, the	differ	ence
between t	he prese	nt esti	mated	value of	the h	orege
owned by	the co	mnanu	anhtro	oted from	m tha	orsti
owned by mated val	no of th	mpany	handa	t the gom	monao	mont
mateu var	ue or un	ose on	nanu a	the com	mence	ment
of the year	ır, addec	i to th	e cost	or those	purch	asea
during the	year;	or, 11 t	nis is t	ne nrst re	eport o	tne
company,	tnen the	differ	ence b	etween 1	ine est	ıma-
ted value						
giving the	present	avera	ge esti	mated va	lue of	each
horse,	-	-	-	-	-	-
For incident	al expe	nses-	to incl	ude prin	ting, p	resi-
dent's, dir	ectors'.	treasu	rer's a	nd super	rintend	ent's
salaries, a						
ing to the					-	
For all other			5 01 1110	- 1044,		
For amount			ae com	nanu ⁾ a h	ooka di	ring
the year, i	or ostim	ntod o	n o otno	l donnooi	otion o	fthe
following			r actua.	i deprecia	ation o	1 the
	property	.—				}
Cars,	-	-	-	-	-	-
Horses,	-	-	-	-	-	-
Omnibuses,	-	-	-	-	-	-
Real estate,	-	-	-	-	-	-
Road,	-	-	-	-	-	-
Other proper	ty,	-	-	-	-	-
Total,		-	-	-	-	
Total expens	ses,	-	-	-	~	-1
•	,					
		EARN	INGS.			
Received fro	m passe			and omni	ihuses.	and
for tickets	sold		_	_	_	and
From other re		tall or	rent fo	r ngo of r	hen	-
From United			10111 10	use of f	oau,	-
		mans,	-	-	-	-
For sales of		-	-	-	-	-
From other s		-	-	-	-	-
Total earning	gs,	-, .	-	-	-	-   1
Net earnings	, atter d	educti	ng expe	nses,	-	-
Surplus earn	ngs of p	previou	ıs year,	on hand	, -	-
Net earnings	as abov	e,	-	-	-	-
Total surplus	for pay	ment c	f divide	ends,	-	-   i
Dividends de	clared d	uring	the vea	r	_	_
Total per cer	itage of	divide	nds for	the vear		
Present surpl		-	-	- your,	, _	[]
3 2 2 2 2 2 2 2 2 PI	,				-	-

MISCELLANEOUS.

Increase during the year-

Road run by the Malden and Melrose Railroad Co.

Of capital stock, as fixed by the charter, Of capital stock as voted by the company, -Of capital stock paid in, Increase of funded debt during the year, Increase of floating debt during the year, Decrease of floating debt during the year, Decrease of floating debt during the year, Increase of mortgage debt during the year, Decrease of mortgage debt during the year, -Increase in cost of road during the year, including amount charged for depreciation thereon, -Decrease in nominal cost of road, by amount charged for depreciation thereon, Increase in cost of equipment during the year, including amount charged for depreciation thereon, Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation, List of accidents on road during the year,

Run by the Malden and Melrose R. R. Co.

The amount of capital stock originally issued was \$68,000, and the Company owned 6685 feet road on Broadway, in addition to what is herein specified—which Broadway track has been disposed of to the Medford and Charlestown Horse Railroad Company, for which \$18,000 of the capital stock of this Company has been returned into the treasury, leaving the present capital \$50,000. The Malden and Melrose Railroad Co. are running the Somerville road, upon an agreement to keep the road in repair, and to pay whatever the business will afford for its use.

GEO. O. BRASTOW, R. E. DEMMON, ENOCH ROBINSON,

Directors of the Somerville Horse R. R. Co.

#### COMMONWEALTH OF MASSACHUSETTS.

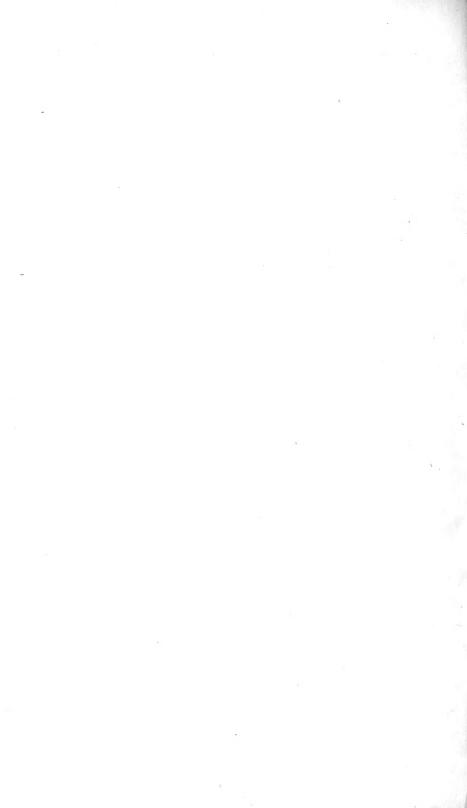
SUFFOLK, SS.

December 29th, 1860.

Then personally appeared the above-named Geo. O. Brastow, R. E. Demmon, and Enoch Robinson, and severally made oath that the foregoing statement, by them subscribed, is true, to their best knowledge and belief. Before Chas. E. Powers,

Justice of the Peace.





# REPORT

OF THE

## DIRECTORS

OF THE

# STONEHAM STREET RAILROAD

COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE. 1860.



#### REPORT OF THE DIRECTORS

OF THE

## STONEHAM STREET RAILROAD COMPANY.

For the year ending November 30, 1860. General Statutes, Chap. 63, Sects. 143, 144.

<ol> <li>Capital Stock, fixed by Charter.</li> <li>Capital Stock, as voted by the Company.</li> <li>Capital Stock paid in, in cash,</li> <li>Capital Stock paid in, in work and materials, by</li> </ol>	\$50,000 00 \$33,000 00 12,000 00
contractors and others,  5. Funded debt,  6. Floating debt,  7. Total debt,  8. Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,  9. Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and	None. None. None. None.
franchise, and each kind of property,  10. Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in run-	None.
ning the road and keeping it in repair,	None.
COST OF THE ROAD.	
<ul> <li>11. Amount expended for labor in excavating for the track, laying foundation and rails,</li> <li>12. Amount expended for timber for foundation,</li> </ul>	\$1,950 00 paid. 1,500 00 "
13. Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road.	8,000 00 "
	8,000 00 " None.
rails, chairs, spikes, or other articles, used in building the road,	None. None.
rails, chairs, spikes, or other articles, used in building the road,  14. Amount expended for paving,  15. Amount expended for paving stones,  16. Amount expended for engineering,  17. Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as	None. None. 300 00
rails, chairs, spikes, or other articles, used in building the road,  14. Amount expended for paving,  15. Amount expended for paving stones,  16. Amount expended for engineering,  17. Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below,	None. None. 300 00
rails, chairs, spikes, or other articles, used in building the road,  14. Amount expended for paving,  15. Amount expended for paving stones,  16. Amount expended for engineering,  17. Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below,  18. Total cost of road,  19. Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road,	None. None. 300 00
rails, chairs, spikes, or other articles, used in building the road,  14. Amount expended for paving,  15. Amount expended for paving stones,  16. Amount expended for engineering,  17. Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below,  18. Total cost of road,  19. Amount included in the present and in past years, among the running expenses for estimated or	None. None. 300 00

#### COST OF EQUIPMENT.

21. Number of cars and cost,
22. Number of horses and cost,
23. Cost of omnibuses, sleighs and other vebicles, excepting cars, owned by the Company,
24. Cost of land and buildings thereon when purchased
25. Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,

26. Cost of other articles of equipment, (specifying what,)

27. Total cost of equipment,

28. Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,

29. Net amount at which the equipment stands charged on the books of the Company, . . . .

Road unfinished and not running.

#### CHARACTERISTICS OF THE ROAD.

30. Length of single main track,
31. Length of double main track,
32. Total length of road,
33. Length of branches owned by the Company of

33. Length of branches owned by the Company, stating whether they have a single or double track,

34. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,

35. Total length of rail, .

37. Maximum grade, per mile, on road, with length of grade,

38. Shortest radius of curvature, with length of curve,

39. Greatest length of single track on road between two turnouts,
40. Total length of main track which is paved,

#### Doings during the Year.

41. Total number of miles run during the year,

42. Number of passengers carried in the cars,

43. Rate of speed adopted, including stops and detentions,
44. Rate of speed actually attained, including stops

and detentions, .
45. Number of persons employed, regularly, (specify-

ing the occupations of each,) .
46. Total number of trips run during the year,

47. Average number of passengers each trip, .

#### EXPENDITURES FOR WORKING THE ROAD.

49. For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses, 2½ miles when finished. None:

To be 2½ miles when done.

None.

None finished. To be 2½ miles.

33 lbs. to yard, rolled.

Unfinished.

Not running.

Not running or finished.

Not
running
or
finished.

50.	For repairs of	real es	state, i	ncluding	g repair	s of
	buildings use	d as st	tables,	offices,	or for	any
51	other purposes For wages, inclu	s, by u	be Com	pany,	*	reon
91.	regularly em	nlowed plowed	THE MAE	ting th	very pe	lont
	directors, supe	pioyeu, rintan	lent or	illig illi	e presid	ient,
52.	For interest,	i iii teii	aciit, ai	iu iicasi	uei,	•
	For taxes and in	surance	•	•	•	•
	For tolls paid oth			for the	right to	nass
	over their road		· pando			Puss.
55.	For rent paid of		ompani	es for	use#of t	heir
	roads					
56.	For provender, -	- to in	clude o	cost of	hay, gr	ain,
	straw, or other	er artic	les use	d for t	he food	and
	bedding of ho	rses,				
57 <b>.</b>	For miscellaneou					
	year — such a	s harne	esses, bl	ankets,	&c., the	use
	of which cont	inues f	or one c	r more	years —	and
	not included i	n the c	ost of e	equipme	ent, .	•
58.	For loss on hor between the	ses — t	hat is to	o say, ti	ie differ	ence
	between the	presen	t_estim	ated va	due of	the
	horses owned	by the	Compa	my sub	tracted f	rom
	the estimated	value	or tho	se on r	iand at	tne
	commencemen	nt or t	ne year	the wee	to the	cost
	of those purch is the first rep	nasea c	iuring	the year	r; or II	tnis
	ference betwe	ort of t	ne con	ipany, i	hen the	the
	horses on han	t hae h	heir cos	t — givi	nather	ros
	ent average es	timate	l value	of each	horse	1 65-
<b>59.</b>	For incidental	expens	es. — to	includ	le print	ing.
	president's, di	rectors'	, treasu	rer's, a	nd sune	rin-
	tendent's salar					
	those belongi					
	road, .	•				
	For all other exp			•	. •.	
61.	For amount char					
	ing the year,				al depre	cia-
	tion of the fol	lowing	proper			
	Cars, .	•	•	. \$		
	Horses, Omnibuses,	•	•	•		
	Real estate,	•	•	•		
	Road,	•	•	•		
	Other prope	rtv.	•	•		
	O mor prope	203,	•	• _		
	Total,					
32.	Total expenses.	•	:	:	_	
32.	Total expenses,	•	•	:	•	•
32.	Total expenses,	•	•	:	•	•
62.	Total expenses,	EARN	ings.	:	•	•
	Total expenses,					•
	Total expenses,  Received from p	asseng		ars and	• omnibu	ises,
63.	Total expenses,  Received from p and for tickets	assenge sold,	ers in c			
63. 64.	Total expenses,  Received from p and for tickets From other road	assenge sold, ls, as t	ers in c			
33. 34. 35.	Total expenses,  Received from p and for tickets From other road From United Sta	assenge sold, ls, as t tes mai	ers in c			
33. 34. 35.	Received from p and for tickets From other road From United Sta For sales of man	assenge sold, ls, as t tes mai	ers in c			
33. 34. 35. 36.	Received from p and for tickets From other roac From United Sta For sales of man From other source	assenge sold, ls, as t tes mai	ers in c			
33. 34. 35. 36. 37.	Total expenses,  Received from p and for tickets From other roac From United Sta For sales of man From other sour Total earnings,	assenge sold, ls, as t tes mai ure, ces,	ers in c	ent for	use of re	
63. 64. 65. 66. 67. 68.	Received from pand for tickets From other road From United Sta For sales of man From other sour Total earnings, Net earnings, aft	eassenge sold, ls, as t tes mai ure, ces, er dedu	ers in cool or rils,	ent for t	use of re	
63. 64. 65. 66. 67. 68. 69.	Received from p and for tickets From other road From United Sta For sales of man From other sour Total earnings, Net earnings, aft Surplus earnings	assenge sold, ls, as t tes mai ure, ces, er dedu of pre	ers in cool or rils,	ent for t	use of re	
63. 64. 65. 66. 67. 68. 69. 70.	Received from pand for tickets From other road From United Sta For sales of man From other sour Total earnings, Net earnings, aft	assenge sold, ls, as t tes mai ure, ces, er dedu of pre above,	ers in cool or rolls, cting evious y	ent for	use of re	

73. Dividends declared, during the year, 74. Total percentage of dividends, for the year, 75. Present surplus, MISCELLANEOUS. 76. Increase during the year -Of capital stock, as fixed by the charter, Of capital stock, as voted by the Company, Of capital stock, paid in, 77. Increase of funded debt, during the year, 78. Increase of floating debt, during the year, 79. Decrease of funded debt, during the year, 80. Decrease of floating debt, during the year, 81. Increase of mortgage debt, during the year, 82. Decrease of mortgage debt, during the year, 83. Increase in cost of road, during the year, including amount charged for depreciation thereon, 84. Decrease in nominal cost of road, by amount charged for depreciation thereon, 85. Increase in cost of equipment, during the year, including amount charged for depreciation 86. Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for deprecia-87. List of accidents on road during the year,

> JOHN HILL, GEO. W. DIKE, LUTHER HILL, WILLIAM TIDD, JR., LYMAN DIKE,

Directors of the Stoneham Street Railroad Co.

MIDDLESEX, 88. December 15, 1860. Then personally appeared John Hill, Geo. W. Dike, Luther Hill, William Tidd, Jr., and Lyman Dike, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

A. V. LYNDE, Justice of the Peace.





### REPORT OF THE DIRECTORS

OF THE

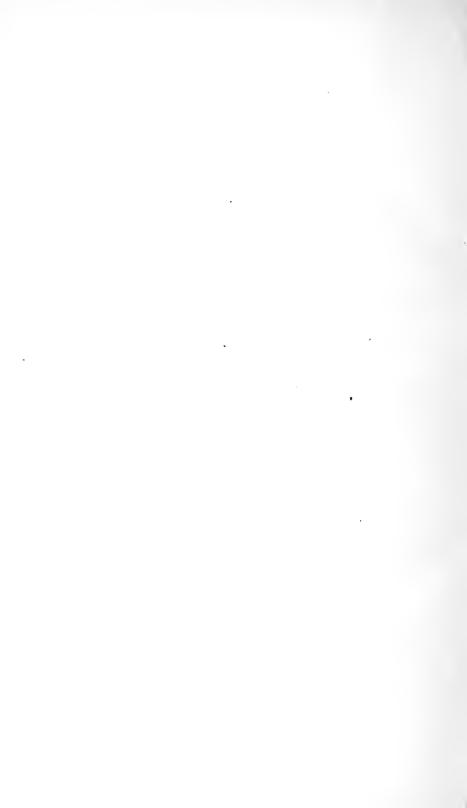
# Suffolk Kailroad Company,

FOR THE

YEAR ENDING NOVEMBER 30, 1860.

BOSTON:

GEO. C. RAND & AVERY, CITY PRINTERS  $1860 \,$ 



## REPORT.

### CONDITION OF THE COMPANY.

Capital Stock, fixed by charter	
Capital Stock, as voted by the Company 150,000 00	
Capital Stock paid in, in cash	
Capital Stock paid in, in work and materials, by contractors	
and others	,
Funded debt none.	
Floating debt	
Total debt	
Amount of above debt secured by mortgage of the road and	
franchise, or any property belonging to the corporation,	
or standing in its name none.	
Number of mortgages on road and franchise, or any property	
of the corporation, specifying the number and amount	
of mortgages on road and franchise, and each kind of	
property none.	
Amount of assets on hand, exclusive of the road and equip-	
ment, and exclusive of all property on hand, used, or	
which is to be used, in running the road and keeping it in	
repair	,

## COST OF THE ROAD.

Amount expended for labor in excavating for the track,	
laying foundation and rails	
Amount expended for timber for foundation	Built by con-
Amount expended for iron and other metal for rails, chairs,	tract. Items
spikes, or other articles, used in building the road	unknown.
Amount expended for paving	
Amount expended for paving-stones	

Amount expended for engineering \$850 0	0
Amount expended for interest, salaries of officers during con-	
struction of road, and other expenses not included in	
any of the above items, which have been included, on	
the books of the Company, in the cost of the road, not	
including items of equipment or running expenses, as	
mentioned below	6
No interest paid. This item includes the altering of the	
Ferry Boats and Drops, Machinery to adjust them, laying of	
Rails, extra Switches and Thrnouts, and extension of track.	
Total cost of road	6
Amount included in the present and in past years, among the None. Th	e
running expenses for estimated or actual depreciation road has bee	n
of the road	
Net cost of road	6
COST OF EQUIPMENT.	
Number of cars and cost. (9, valued at \$650 00) 5,850 0	0
Number of horses and cost. (63, " 120 00) 7,560 00	0
Cost of omnibuses, sleighs, and other vehicles, excepting cars,	
owned by the Company 2,401 1	7
Cost of land and buildings thereon when purchased none.	
Cost of buildings used for offices, stables, &c., crected by the	
Company, or standing on land not owned by the Com-	
pany	3
Cost of other articles of equipment (specifying what).	
Harness, Blankets, Halters, Tools, Stable Furniture, Ma-	
terials for use in repairing road and equipment 1,511 4:	3
Total cost of equipment 20'970 84	Ļ
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items	l 1 3
Net amount at which the equipment stands charged on the	
books of the Company	1

### CHARACTERISTICS OF THE ROAD.

Length of single main track	et.
Length of double main track	4
Total length of road	٤
Length of branches owned by the Company, stating whether	
they have a single or double track	
Aggregate length of switches, sidings, turnouts, and other	
track, excepting main track and branches 496	4
Total length of rail	
(equal to 4 miles, — 248 feet single track.)	
Weight of rail used, per yard, (specifying whether of cast or rolled iron)	
Maximum grade per mile on road, with length of grade	
Shortest radius of curvature, with length of curve 36 feet rad	ius.
Greatest length of single track on road between two turnouts,	
where cars run both ways on same track	
Total length of main track which is paved. (Wholly paved except Bo	oats
and Drops, and Depots.	

### DOINGS DURING THE YEAR.

Total number of miles run during the year	40,947
Number of passengers carried in the cars	226,000
Rate of speed adopted, including stops and detentions 6	miles.
Rate of speed actually attained, including stops and deten-	
tions	"
Number of persons employed regularly (specifying the oc-	
cupations of each) 1 President, Treasurer, Superin-	
tendent, Superintendent's Clerk, 10 Conductors, 14	
Drivers, 6 Hostlers, 2 Watchmen, 1 Mechanic, 1 Laborer,	41 in all.
Total number of trips run during the year	14,816
Average number of passengers each trip	$15\frac{1}{4}$

### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals
of iron, and renewals of pavement
For general repairs, including repairs of cars, omnibuses, and
harnesses, and for shoeing horses
For repairs of real estate, including repairs of buildings used
as stables, offices, or for any other purposes, by the Com-
pany
For wages, including the wages of every person regularly
employed, excepting the president, directors, superinten-
dent, and treasurer
For interest
For taxes and insurance
For tolls paid other companies for the right to pass over the
ferry
For rent paid other companies for use of their roads Nothing paid.
For provender,—to include cost of hay, grain, straw, or
other articles used for the food and bedding of horses 2,725 24
For miscellaneous articles purchased during the year,—such
as harnesses, blankets, etc., the use of which continues
for one or more years, — and not included in the cost of
equipment None.
For loss on horses, — that is to say, the difference between the
present estimated value of the horses owned by the
Company subtracted from the estimated value of those
present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the
cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost,—giving the present average estimated value
the first report of the Company, then the difference
between the estimated value of the horses on hand and
their cost, — giving the present average estimated value
or owen horses and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second
For incidental expenses, — to include printing, president's,
directors', treasurer's, and superintendent's salaries, and

all expenses other than those belonging to the actual working of the road	\$948 51
Cars	None.
Total  Total expenses	\$8,553 82
EARNINGS.	
Received from passengers in cars and omnibuses, and for tickets sold	\$10,149 33
tickets sold  From other roads, as toll or rent for use of road	\$10,149 33 30 74
tickets sold.  From other roads, as toll or rent for use of road.  From United States mails  For sales of manure.  From other sources—Interest.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.  Net earnings, as above.	
tickets sold.  From other roads, as toll or rent for use of road.  From United States mails  For sales of manure.  From other sources—Interest.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.	30 74
tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources—Interest.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.  Net earnings, as above.  Total surplus for payment of dividends (no allowance made	30 74 10,180 07
tickets sold.  From other roads, as toll or rent for use of road.  From United States mails  For sales of manure.  From other sources—Interest.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.  Net earnings, as above.  Total surplus for payment of dividends (no allowance made for depreciation).	30 74 10,180 07

#### MISCELLANEOUS.

Increase during the year —	
Of capital stock, as fixed by the charter	_
Of capital stock, as voted by the Company	Road
Of capital stock, paid in	d w
Increase of funded debt during the year	was f
Increase of floating debt during the year	finished
Decrease of funded debt during the year	hed
Decrease of floating debt during the year	Ħ.
Increase of mortgage debt during the year	September
Decrease of mortgage debt during the year	tem
Increase in cost of road during the year, including amount	ber
charged for depreciation thereon	ರ್ಣ
Decrease in nominal cost of road, by amount charged for	the
depreciation thereon	
Increase in cost of equipment during the year, including	present
amount charged for depreciation thereon	t ye
Decrease in cost of equipment by sale of any portion thereof,	year.
or by amount charged for depreciation	

List of accidents on road during the year. One man, by running against the horses, in the night, fell down and his foot was injured.

ASA FISK,
JOHN G. WEBSTER,
GEO. H. PLUMMER,
NOAH STURTEVANT,

Directors of the
Suffolk.
Railroad Company.

Suffolk, ss., January 2, 1861.

Then personally appeared Asa Fisk, John G. Webster, Geo. H. Plummer, and Noah Sturtevant, and severally made oath that the foregoing statement by them subscribed is true to the best of their knowledge and belief.

> Before ALBERT BOWKER, Justice of the Peace.

# REPORT

OF THE

# Waltham and Watertown Railroad Co.

TO THE

## SECRETARY

OF THE

Commonwealth of Massachusetts,

TO NOV. 30TH, 1860.

BOSTON: J. E. FARWELL & CO., PRINTERS, 32 CONGRESS STREET, 1860.

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## THE ROAD.

The Waltham and Watertown Railroad is a "horse" or "street" railroad, constructed on the road from Mt. Auburn to the village of Watertown, and is an extension of the Cambridge Horse Railroad. The construction of the road was commenced November, 1856, and was completed and leased to the Union Railway Company, May 1st, 1857.

The original Charter grants the continuance of the road to Waltham, but it now extends to Watertown village only, as above stated.

### COST OF THE ROAD.

The entire cost of the Road has been,	- \$19,700 00
which includes the building and land used	as a
depot in Watertown village, and has been	set-
tled for in the following manner:-	1
Amount of cash received from subscribers,	and
disbursed,	17,200 00
Amount received for rent,	2,500 00
Total,	\$19,700 00

#### LEASE.

The road was leased to the Union Railway Company, April 11, 1857 [which lease was confirmed by the stockholders, July 6, 1857,] for the term of ten years, for the sum of fifteen hundred dollars per annum, from May, 1857, payable semi-annually, on the first days of July and January---with the privilege of renewing the same for five years longer, at the same rate---they to keep the road in good repair at their own expense.

# RETURN.

CONDITION OF THE COMPANY.	
Capital stock, fixed by charter	
-	
Capital stock paid in, in cash	See remarks preceding the return.  None
Floating Debt	None.
<u> </u>	
Amount of debt secured by mortgage of the road and franchise, or any prop- erty belonging to the Corporation, or standing in its name	None.
_	
Number of mortgages on road and franchise, or any property of the Corporation, specifying the number and amount of mortgages on road and franchise, and on each kind of property	None.

Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used or which is to be used in running the road and keeping it in repair #	Cash\$30 28 There is \$750 due from Union Railroad Company, on the 1st January, 1861, for rent from July 1, 1860.
COST OF THE ROAD.	
Amount expended for labor in excavating for the track, laying foundation and rails	<b>g</b> 4,100 00
tion	
Amount expended for engineering  Amount expended for interest and other expenses not included in any of the	9,956 88 84 75
above items, which have been included on the books of the company in the cost of the road, not including items of equipment or running expenses, as	
mentioned below	1,666 37
Net cost of the road	17,491 00 2,209 00
Total cost of road and equipments	19,700 00
COST OF EQUIPMENT.	,
The equipment used on this road is the property of the Union Railway Company, to whom the road is leased.— (See remarks preceding the return.).	x .
CHARACTERISTICS OF THE ROAD.	
Total length of the road	11,266 feet, Mount Auburn to Watertown Depot, the present terminus of the road.

Weight of rail used per yard, specifying whether of cast or rolled iron	33 lbs. per yard T rail, of rolled iron.	
EXPENDITURES FOR WORKING THE ROAD, AND DOINGS DURING THE YEAR.	or roned from	
The road is operated by the Union Railway Company, to whom it is leased	See remarks.	
EARNINGS.		
The road is leased to the Union Railway Company, as before stated, at \$1,500 per year, payable semi-annually, on the first days of July and January		
EXPENDITURES.		
MISCELLANEOUS.		
Increase during the year:— Of capital stock as fixed by charter. Of capital stock as voted by the Company Of capital paid in	brace Nothing.	
Increase of floating debt during the year.	Nothing.	
Decrease of funded debt during the year. Decrease of floating debt during the year,	Nothing.	
Increase of mortgage debt during the year, Decrease of morgage debt during the year,	Nothing.	
Respectfully submitted by  W. WHITE, FRANCIS KENDALL, CHAS. DAVENPORT, E. S. ROWSE, H. P. PAGE,		

# Commonwealth of Massachusetts.

NOVEMBER, 1860.

Then personally appeared the above-named Wm. White, Francis Kendall, Chas. Davenport, E. S. Rowse, and H. P. Page, and made oath that the facts stated in the foregoing return are true, to the best of their knowledge and belief,

Before me.

HENRY D. CLARY, Justice of the Peace.

WM. WHITE, President.

E. A. FISHER, Treasurer and Clerk.

#### SECOND RETURN OF

### THE WEST CAMBRIDGE HORSE-RAILROAD COMPANY

TO THE

#### SECRETARY OF THE COMMONWEALTH OF MASSACHUSETTS,

#### For the Year ending November 30th, 1860,

UNDER GENERAL STATUTES, CHAPTER 63, SECTIONS 143, 144.

\$ 50,000.00 
· · · \$12,850.00 None.
\$ 12,850.00
None.
None \$120.40
\$ 120.40
None.
None.
Nothing.

Cost of the Road.  Amount expended for labor in excavating for the track, laying foundation and rails,  For timber for foundation,  For iron and other metal for rails, chairs, spikes, or other articles used in building the road,  For paving,  For paving-stones,  For engineering,  For interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included on the books of the Company in the cost of the road, not including items of equipment or running expenses, as mentioned below,	
Total cost of the road,	Nothing. \$ 12,850.00
CHARACTERISTICS OF THE ROAD.  Length of single main track,	8,325 feet. No double track.
Total length of road, Length of branches owned by the Company, stating whether they have a single or double track, Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	8,325 feet. None. 498 feet.
Total length of rail,  Weight of rail used, per yard, specifying whether of cast or rolled iron,  Maximum grade, per mile, on road, with length of grade,  Shortest radius of curvature, with length of curve,  Greatest length of single track on road between two turnouts,  Total length of main track which is paved,	17,148 feet.  Rolled Iron. — 33 lbs. to the yard. 100 feet per mile; 1,600 feet in length. 48 feet; 45 feet in length. 1,200 feet. None.
Doings during the Year.*  Total number of miles run during the year,.  Number of passengers carried in the ears,  Rate of speed adopted, including stops and detentions, Rate of speed actually attained, including stops and detentions,  Number of persons employed, regularly (specifying the occupations of each)	27,241 95,472 8 miles per hour. 8 miles per hour.
Total number of trips run during the year, Average number of passengers each trip,	5,361

^{*} The doings for the year are from a report from the Lessee to November 30th, 1860.

The road being under lease, the Company are unable to give any replies to the interrogatories in the blank form of return furnished by the Secretary of the Commonwealth, under the heads of Cost of Equipment, Earnings, Expenditures for Working the Road, and Miscellaneous.

JOHN SCHOULER, Directors of the JESSE P. PATTEE, West Cambridge Horse-BENJA. POLAND, Railroad Company.

#### Commonwealth of Massachusetts.

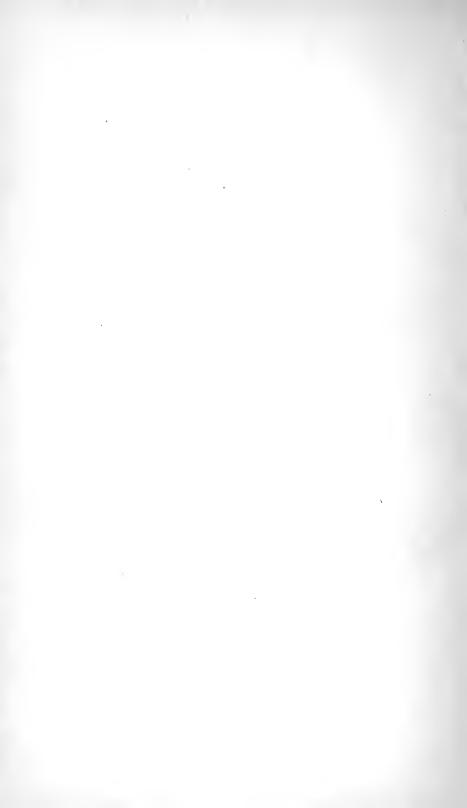
SUFFOLK SS.

December 17, 1860.

Then personally appeared the above-named John Schouler, Jesse P. Pattee, and Benja. Poland, and made oath that the foregoing Return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

WM. E. PARMENTER, Justice of the Peace.



### FOURTH

## ANNUAL RETURN

OF THE

## WEST ROXBURY RAILROAD

(HORSE)

CORPORATION.

FOR THE YEAR ENDING NOV. 30, 1860.

BOSTON: Jos. G. TORREY, PRINTER, 32 CONGRESS STREET. 1861.

### FOURTH ANNUAL RETURN

OF THE

# WEST ROXBURY HORSE RAILROAD CORPORATION.

For the Year ending November 30, 1860, under Acts of 1857, Chapters 40 and 240.

[This return to be made to the Secretary's Office, on or before the last day of December, 1860, and 1,000 copies of Report, in printed form, to be deposited in said Office, on or before the first Wednesday of January, 1861.]

CONDITION OF THE COMPANY.	
C to 1 Ct 1 C and 1 an abouton	\$400 000
Capital Stock, fixed by charter	
Capital Stock, as voted by the Company,	40 400
Capital Stock paid in, in cash,	40 400
Capital Stock paid in, in work and materials, by con-	
tractors and others,	None
Funded debt	"
	66
Floating debt,	
Total debt,	
Amount of above debt secured by mortgage of the road	
and franchise or any property belonging to the corpora-	
tion or standing in its name	66
Number of mortgages on road and franchise, or any	
property of the corporation, specifying the number and	
property of the corporation, specifying the number and	
amount of mortgages on road and franchise, and each	"
kind of property,	
Amount of assets on hand, exclusive of the road and	
equipment, and exclusive of all property on hand, used,	
or which is to be used, in running the road and keep-	20 shares of the stock of the
ing it in repair,	West Roxbury Railroad Co.
ing it in repair,	Troot road and road of
COST OF THE ROAD.	
Amount expended for labor in excavating for the track,	
laying foundation and rails,	7,500
Amount expended for timber for foundation,	2,600
Amount expended for iron and other metal for rails, chairs,	2,000
Amount expended for from and other metarior rans, chans,	
spikes or other articles, used in building the road	13,100
Amount expended for paving,	
Amount expended for paving stones,	262 50
Amount expended for engineering,	850
Amount expended for interest, salaries of officers during	
construction of road and other expenses not included in	
any of the above items which have been included, on	
the books of the Company, in the cost of the road not	
the books of the Company, in the cost of the road not	
including items of equipment or running expenses, as	9 771 90
mentioned below,	
Total cost of road,	40,558
Amount included in the present and in past years, among	
the running expenses for estimated or actual deprecia-	
tion of the road,	Nothing
Net cost of road,	
	10,000
COST OF EQUIPMENT.	
Number of cars and cost	None
Number of horses and cost,	
Cost of omnibuses, sleighs and other vehicles, excepting	
cars, owned by the Company,	
cars, owned by the Company,	4,500
Cost of land and buildings thereon when purchased,	3,000

Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,	Ŋ N
Total cost of equipment,  Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,  Net amount at which the equipment stands charged on the books of the Company,	N
CHARACTERISTICS OF THE ROAD.	
Length of single main track	1
Total length of road,	2
Total length of road,	N
track, excepting main track and branches,  Total length of rail,  Weight of rail used, per yard, (specifying whether of cast	56 2 ca
or rolled iron,)	29 43
turnouts,	75 al
DOINGS DURING THE YEAR.	
Total number of miles run during the year,	pe ta
EXPENDITURES FOR WORKING THE ROAD.  For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,  For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses,  For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company,  For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,  For interest,  For taxes and insurance,  For tolls paid other companies for the right to pass over their roads,  For rent paid other companies for use of their roads,  For provender,—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses.  For miscellaneous articles purchased during the year—such as harnesses, blankets, &c., the use of which continues for one or more years,—and not included in the cost of equipment,  For loss on horses—that is to say, the difference between the present estimated value of horses owned by the Company subtracted from the estimated value of those on	
hand at the commencement of the year, added to the cost	

\$8,678 80 Jone 13,178 80

Nothing

13,178 80

20-100 miles 67-100 " 54-100 "

None

567 feet 2 54-100 miles cast 63 lbs. per yd. 1 87-100 m. wro't 55 lbs. per yd. 67-100 " 290 ft. per mile, 220 ft. long 43 73-100 ft., 70 9-10 ft. long

75-100 mile about 1200 feet

The road is leased to, equipped and run by the Metropolitan Railroad Co.

of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of horses on hand, and their cost—giving the present average estimated value of each horse, For incidental expenses,—to include printing, president's, director's, treasurer's and superintendent's salaries, and all expenses other than those belonging to the actual working of the road.  For all other expenses,  For amount charged on the Company's books during the year for estimated or actual depreciation of the following property:	<b>\$64,19</b>
Cars,	
Horses,	
Omnibuses,	•
Real Estate,	
Road,	
Other property,	
Total,	
Total Expenses,	
EARNINGS.	
Received from passengers in cars and omnibuses, and for	
tickets sold,	9393 00
From other roads, as toll or rent for use of road, From United States Mails,	3232 00
For sales of manure,	
From other sources,	80 00
Total earnings,	3312 00
Net earnings, after deducting expenses,	3247 81
Surplus earnings of previous year, on hand	19 14
Net earnings, as above,	3247 81
Total surplus for payment of dividends,	3266 95
Dividends declared, during the year,	3232 00
Total percentage of dividends, for the year,	eight per cent
Present surplus,	34 95
Increase during the year,	
Of capital stock, as fixed by the charter,	
Of capital stock as voted by the Company,	
Of capital stock, paid in,	
Increase of funded debt, during the year,	
Increase of floating debt, during the year,	
Decrease of funded debt, during the year,	
Decrease of floating debt, during the year,	
Increase of mortgage debt, during the year,	
Decrease of mortgage debt, during the year,	
Increase in cost of road, during the year, including amount charged for depreciation thereon,	
Decrease in nominal cost of road, by amount charged for	
depreciation thereon,	
Increase in cost of equipment, during the year, including	
amount charged for depreciation thereon,	
Decrease in cost of equipment, by sale of any portion	*
thereof, or by amount charged for depreciation,	
List of accidents on road during the year,	
J. G. WELD,	) Directors of the

J. G. WELD,
STEPHEN M. WELD,
MELANCTHON SMITH,
MELANCTHON SMITH,

One of the West Roxbury Railroad Company.

SUFFOLK, ss. December 25, 1860. Then personally appeared J. G. Weld, Stephen M. Weld, and Melancthon Smith, and severally made oath to the truth of the foregoing statement by them subscribed,

Before,

#### REPORT OF THE DIRECTORS

OF THE

# Winnisimmet Railroad Company,

FOR THE

YEAR ENDING NOVEMBER 30, 1860.

#### BOSTON:

GEO. C. RAND & AVERY, CITY PRINTERS,  $1860. \label{eq:constraint}$ 



## REPORT.

#### CONDITION OF THE COMPANY.

Capital Stock, fixed by charter	\$75,000	00
Capital Stock, as voted by the Company	60,000	00
Capital Stock paid in, in cash	15,650	00
Capital Stock paid in, in work and materials, by contractors		
and others	40,000	00
Funded debt		,
Floating debt	7,844	64
Total debt	7,844	64
Amount of above debt secured by mortgage of the road and		
franchise, or any property belonging to the corporation,		
or standing in its name		
Number of mortgages on road and franchise, or any property		
of the corporation, specifying the number and amount		
of mortgages on road and franchise, and each kind of		
property		
Amount of assets on hand, exclusive of the road and equip-		
ment, and exclusive of all property on hand, used, or		
which is to be used, in running the road and keeping it in		
repair		

#### COST OF THE ROAD.

Amount	expended	for	labor	in	excavating	for	the	track,
layir	ng foundati	on a	nd rail	s		• • • •		
Amount	expended f	or ti	mber f	or f	oundation			

Amount expended for iron and other metal for rails, chairs,		
spikes, or other articles, used in building the road		
Amount expended for paving		
Amount expended for paving-stones		
Contract for part of road in stock	40,000	
Part of road built by the day. (Cash.)	10,009	60
Amount expended for engineering		
Amount expended for interest, salaries of officers during con-		
struction of road, and other expenses not included in		
any of the above items, which have been included, on		
the books of the Company, in the cost of the road, not		
including items of equipment or running expenses, as		
mentioned below		
Total cost of road	50,009	60
Amount included in the present and in past years, among the		
running expenses for estimated or actual depreciation		
of the road		
Net cost of road. (Not yet finished.)	50,009	60
COST OF EQUIPMENT.		
Number of cars and cost. (Five.)	3,750	00
Number of horses and cost. (Twenty-five.)	2,915	00
Cost of omnibuses, sleighs, and other vehicles, excepting cars,		
owned by the Company		
Cost of land and buildings thereon when purchased	6,450	00
Cost of buildings used for offices, stables, &c., erected by the		
Company, or standing on land not owned by the Com-		
pany		
Cost of other articles of equipment (specifying what), har-		
nesses, &c	370	04
Total cost of equipment	13,485	04

Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items
CHARACTERISTICS OF THE ROAD.
Length of single main track About 2½ miles.
Length of double main track
Total length of road
Length of branches owned by the Company, stating whether
they have a single or double track
Aggregate length of switches, sidings, turnouts, and other
track, excepting main track and branches About 1,800 feet.
Total length of rail
. Weight of rail used, per yard, (specifying whether of cast or $_{\rm 45\;lbs.\;per\;yard.}$
rolled iron) Rolled Iron.
Maximum grade per mile on road, with length of grade
Shortest radius of curvature, with length of curve
Greatest length of single track on road between two turnouts,
Total length of main track which is paved
DOINGS DURING THE YEAR.
Total number of miles run during the year
Number of passengers carried in the cars Just com'd run'g
Rate of speed adopted, including stops and detentions
Rate of speed actually attained, including stops and deten-
tions
Number of persons employed regularly (specifying the oc-
cupations of each)
Total number of trips run during the year
Average number of passengers each trip

#### EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewal	S
of iron, and renewals of pavement	
For general repairs, including repairs of cars, omnibuses, an	d
harnesses, and for shoeing horses	
For repairs of real estate, including repairs of buildings use	d
as stables, offices, or for any other purposes, by the Con	1-
pany	
For wages, including the wages of every person regularly	y
employed, excepting the president, directors, superinter	1-
dent, and treasurer	
For interest	
For taxes and insurance	
For tolls paid other companies for the right to pass over their	ľ
roads	0
For rent paid other companies for use of their roads	
For provender, - to include cost of hay, grain, straw, o	r
other articles used for the food and bedding of horses.	۰
For miscellaneous articles purchased during the year, — such	1
as harnesses, blankets, etc., the use of which continue	S
for one or more years, - and not included in the cost of	f
equipment	
For loss on horses, — that is to say, the difference between the	3
present estimated value of the horses owned by the	3
Company subtracted from the estimated value of those	3
on hand at the commencement of the year, added to the	3
eost of those purchased during the year; or if this is	5
the first report of the Company, then the difference	3
between the estimated value of the horses on hand and	T.
their cost,—giving the present average estimated value	)
of each horse	
For incidental expenses, — to include printing, president's	9
directors', treasurer's, and superintendent's salaries, and	3

all expenses other than those belonging to the actual
working of the road
For all other expenses
For amount charged on the Company's books during the
year, for estimated or actual depreciation of the follow-
ing property:—
Cars
Horses
Omnibuses
Real Estate
Road
Other property
Total
Total expenses
EARNINGS.
Received from passengers in cars and omnibuses, and for
Received from passengers in cars and omnibuses, and for
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road  From United States mails.  For sales of manure.  From other sources.
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources.  Total earnings.
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources.  Total earnings.  Net earnings, after deducting expenses.
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.  Net earnings, as above.
Received from passengers in cars and omnibuses, and for tickets sold.  From other roads, as toll or rent for use of road.  From United States mails.  For sales of manure.  From other sources.  Total earnings.  Net earnings, after deducting expenses.  Surplus earnings of previous year, on hand.  Net earnings, as above.  Total surplus for payment of dividends.

#### MISCELLANEOUS.

Increase during the year —
Of capital stock, as fixed by the charter
Of capital stock, as voted by the Company
Of capital stock, paid in
Increase of fauded debt during the year
Increase of floating debt during the year
Decrease of funded debt during the year
Decrease of floating debt during the year
Increase of mortgage debt during the year
Decrease of mortgage debt during the year
Increase in cost of road during the year, including amount
charged for depreciation thereon
Decrease in nominal cost of road, by amount charged for
depreciation thereon
Increase in cost of equipment during the year, including
amount charged for depreciation thereon
Decrease in cost of equipment by sale of any portion thereof,
or by amount charged for depreciation
List of accidents on road during the year

N. MATTHEWS,
I. STEBBINS,
W. R. PEARMAIN,
A. M. KIDDER,
BENJ. SHURTLEFF,
C. PORTER,
HENRY W. DALE,

Directors of the Winnisimmet Railroad Company.

Chelsea, Suffolk, SS., December 18, 1860.

Then personally appeared I. Stebbins, W. R. Pearmain, A. M. Kidder, Benj. Shurtleff, C. Porter, Henry W. Dale, Nathan Matthews, and severally made oath to the truth of the foregoing statement by them subscribed.

Before J. B. LOOMIS,

Notary Public.

